

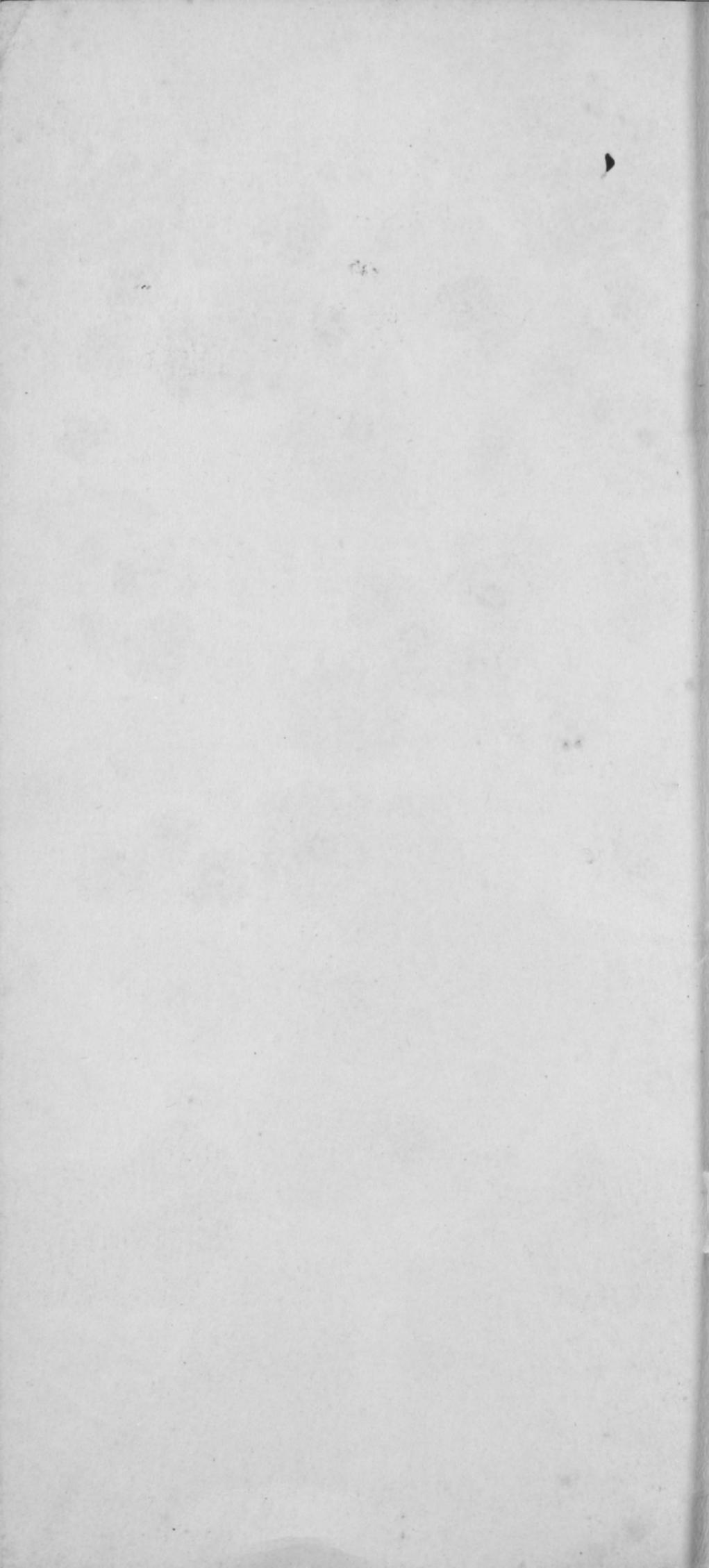


**PACIFIC**  
*to*  
**ATLANTIC**  
*through the*  
**CANADIAN**  
**ROCKIES**

JASPER  
NATIONAL  
PARK



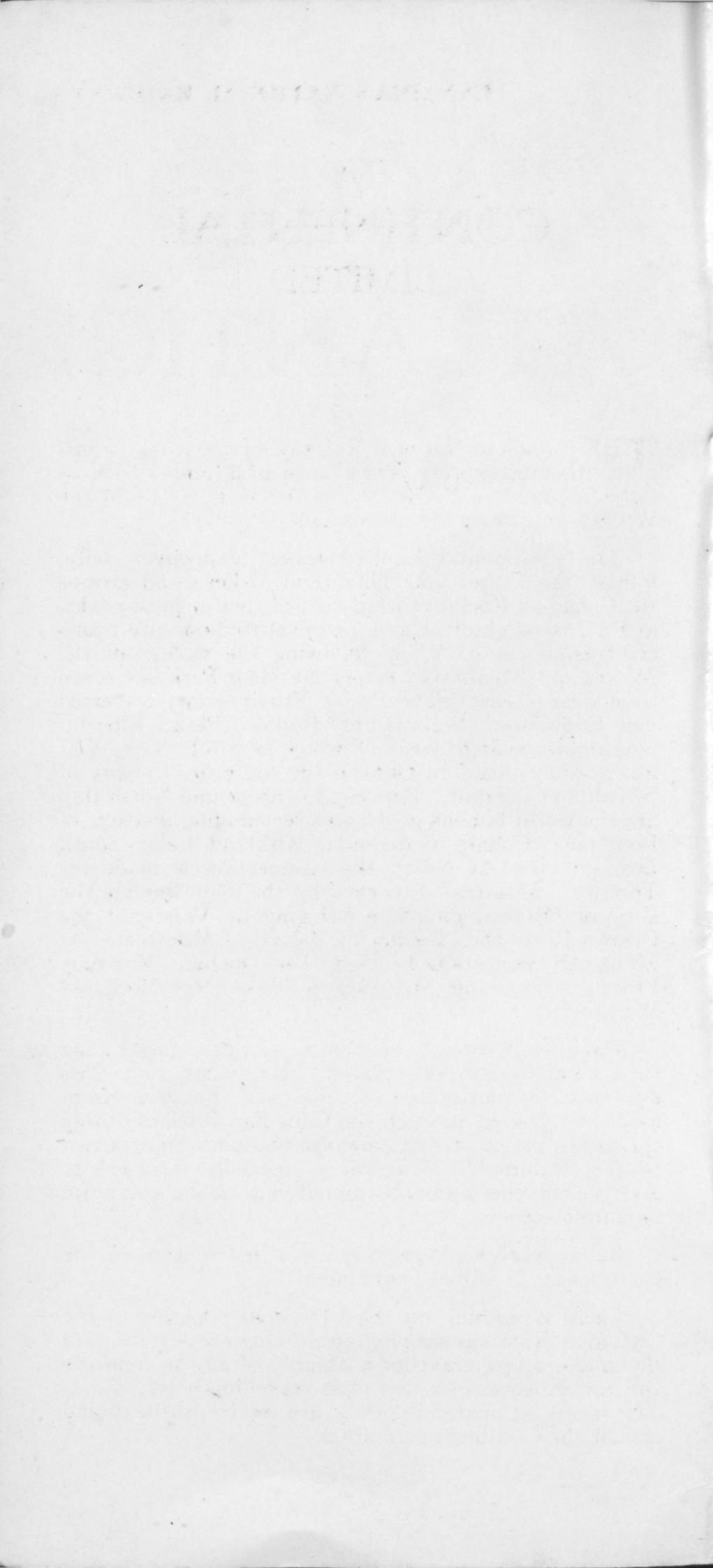
CANADIAN NATIONAL



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PACIFIC  
*to*  
ATLANTIC  
*Through the*  
CANADIAN ROCKIES  
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JASPER NATIONAL PARK

CANADIAN  
NATIONAL  
RAILWAYS



*The*  
**CONTINENTAL  
LIMITED**



**T**HE Canadian National Railway's famous fast trans-continental express "The Continental Limited" across Canada from the Pacific to the Atlantic, is one of the World's finest long-distance trains.

The Continental Limited leaves Vancouver daily, follows the Fraser and Thompson Valleys and crosses the Canadian Rockies within view of their highest peaks, at the easiest gradient and lowest altitude of any trans-continental route. While following the valleys of the Miette and Athabaska, Jasper National Park is crossed from west to east. The Prairie Provinces are traversed via Edmonton, Wainwright Buffalo Park, Alberta; Saskatoon, Saskatchewan; Portage la Prairie and Winnipeg, Manitoba. In Ontario the route lies by way of Minaki to Cochrane. Between Cochrane and North Bay are the world famous gold and silver mining districts of Porcupine, Cobalt, Gowganda, Kirkland Lake, South Lorrain, etc. At North Bay connection is made for Toronto. Montreal is reached by the main line via the City of Ottawa, en route bridging at Vaudreuil the Ottawa River and crossing the Island of Montreal. At Montreal connection is made for Quebec, Maritime Provinces, Portland, Me., Boston, Mass., New York and Washington.

Equipment consists of all-steel standard and dining cars, compartment observation library car, first class day coaches, tourist and colonist cars. Between Kamloops and Jasper, through the Canadian Rockies during the tourist season, a mountain observation car is attached to the "Limited." This car is specially designed to give the traveller an unobstructed view of the wonderful mountain scenery.

Radio receiving service is an added feature to the Continental "Limited" equipment.

There is nothing on the Continent superior to the Canadian National sleeping and dining car service, and the long-distance traveller is assured of all the comforts and conveniences of a first class travelling hotel. First-class meals, at moderate prices, are served on the dining cars of the Continental Limited.

## PACIFIC TO ATLANTIC

### ACROSS CANADA

#### From the Pacific to the Atlantic

THE Canada of to-day offers the traveller an ideal route across the North American continent by the Canadian National Railways, constituting the largest system in the world under public ownership.

The mileage makes an impressive total of 22,600, approximating 3,800 from Vancouver to Halifax in the East, or nearer 4,000 miles with Prince Rupert as the starting point by rail, after using the sea trip along the coast from Vancouver as an introduction—a total distance that would equal the route through Europe from Norway to Naples, or well across that continent from west to east.

A winder-world of scenic grandeur is opened almost as soon as the Transcontinental Express gets well under way. The 600-mile run from Vancouver to Jasper National Park involves the crossing of four mighty mountain ranges, forming the vertebrae of a continent, in Coast, Gold, Selkirk and Rocky Ranges.

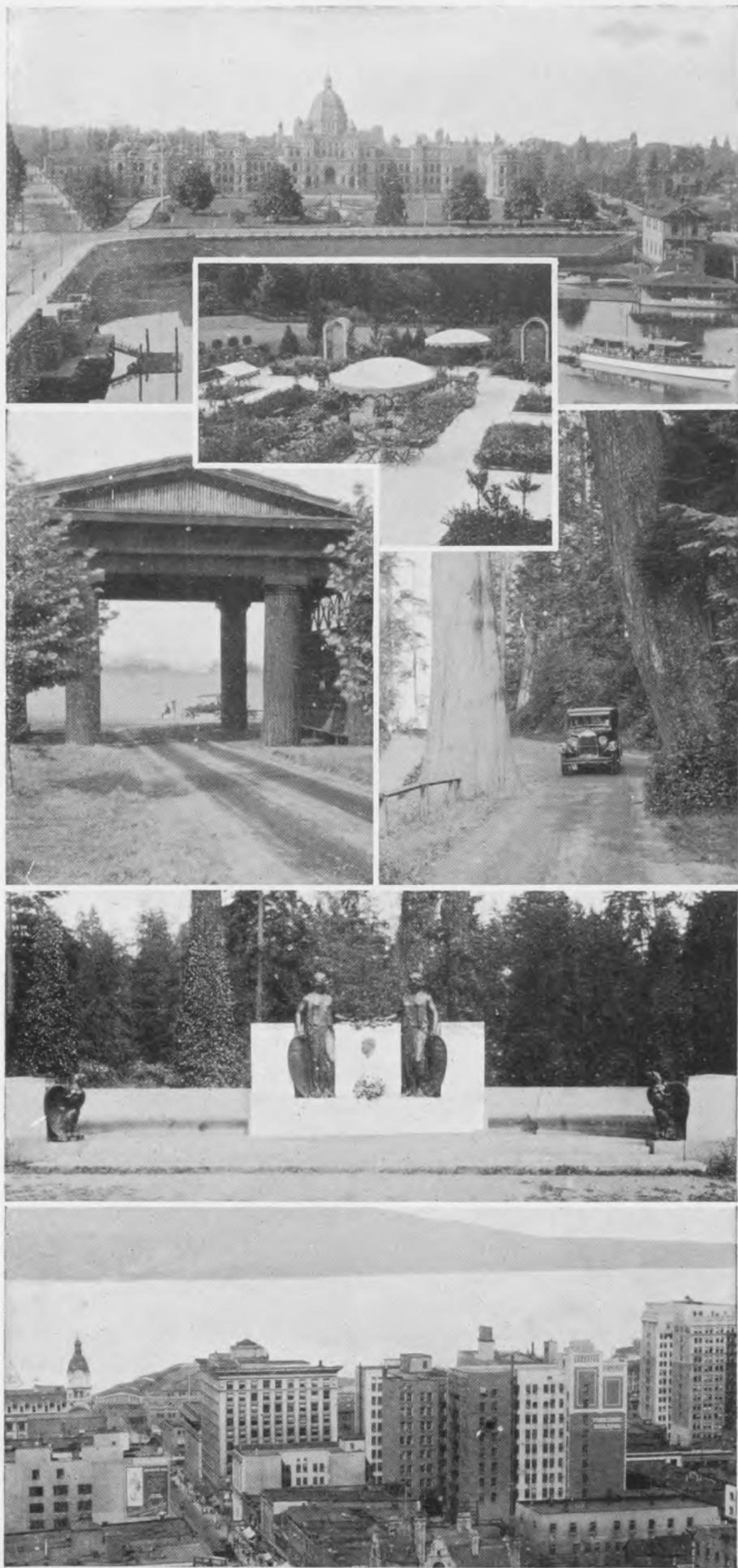
It requires only a line or two of type to speak of six hundred miles, covered in a few hours, but the realization of all that is included taxes mind and imagination. This vast Cordillerean upheaval staggers the beholder with its grandeur and immensity and awakens anew an awe of the Creative hand that fashioned these eternal snows, many of whose peaks are lost in the veil of clouds or, under a clear sky, glisten in their mantle of snow and ice. One also views along the way some of the great ice fields that feed the rivers that in turn feed the plains and make them productive and life sustaining, while the valleys offer all that is rich in fauna and flora and all that is native thereto in wild life.

The tracks that thus unite Canada in bonds of steel across the continent, through the heart of the nine provinces in the Dominion chain, reveal the remarkable diversity of their physical characteristics and the extent and variety of the points of interest that hold the closest attention of the traveller.

The transition from this mountain world to the level stretches of the prairie forms one of the most startling contrasts offered by any country, across the wheat granary of the Empire and the ranching regions of Alberta and Saskatchewan, with evidences of vast natural wealth in coal mines and gas wells, the glimpses of the world's greatest buffalo farm at Wainwright, housing a herd of nearly ten thousand big shaggy denizens of the plains, and the thriving settlements of prosperous homesteaders creating human centres every few miles—these are only a few of the features that mark the route.

It is, moreover, an introduction to the vast centre of the Dominion, the great interior Continental Plain

# CANADIAN NATIONAL RAILWAYS



**British Columbia**—Tens of thousands of visitors annually bear witness to Victoria, the Capital, being a joy unto itself. Butchart Gardens have a charm all their own. Vancouver—Canada's Western Portal—is growing very rapidly. Incomparable Stanley Park with its virgin forests of cedar and Douglas Firs and marine drive, has also been chosen as a site for the monument erected to commemorate the memory of the late President Harding.

## PACIFIC TO ATLANTIC

which comprises the Laurentian plateau of over two million square miles, including the trio of prairie provinces, the central provinces of Ontario and Quebec and "The Silver East" of the three maritime provinces. Each day of the way brings its own revelations; each hour its changing scene that makes travel such a delight.

This is true of Ontario, "Old and New"; of Quebec, as a cradle of Canadian history as well as an illustration of modern progress, and finally of the provinces of New Brunswick, Prince Edward Island and Nova Scotia —each a sea-environed land of ever-changing charm, the alternation of rich landscape, indented coasts and billowy ocean creating a panorama of unequalled attraction.

Such is a brief prelude to this wonder realm of Canada to which the traveller is invited, and which is described more in detail in the succeeding pages. It would be difficult to exaggerate what lies before this modern explorer by rail; it is more likely that he will exclaim, when the journey is ended, "the half was not told."

### The Triangle Tour

An appetizing programme is laid before the prospective across-continent traveller at the very inception of the four-thousand mile trip—that of the famous Triangle Tour, each angle of the trio viewing with the others in attractiveness and charm. Outlined on the map its course will readily be followed from Vancouver to Jasper via Kamloops and the Fraser and Thompson Rivers; from Jasper to Prince Rupert along the northern section by the Five-Rivers-Route of the Upper Fraser, the Nechako, the Endako, the Bulkley and the Skeena, to Prince Rupert; thence by the wonderful sea route to Vancouver, by way of the protected inner channel all along the Canadian shore of the Pacific.

### Victoria, the Capital of British Columbia

But before entering on this wonder-way of the West, in either direction, Victoria must and should be visited as the farthest-west city of the chain that stretches across the Dominion to Halifax and Saint John. In Victoria one discovers a bit of Old England in New Canada; a city of sunshine, of gardens and of flowers in gardens; a provincial capital that leads to many another centre of charm, by sea and inland, in this the largest Island—of Vancouver—on the western main of the Pacific.

Happy is he who is permitted to revel in the beauty of Victoria, to enjoy its unmeasured hospitality, to try out any or all of its golf links, to sample the Malahat and Marine Drives that radiate from the city borders; or, on the sea shore, to drink in the marvellous panorama across the Strait of a whole line of snow-capped moun-

# CANADIAN NATIONAL RAILWAYS



**British Columbia** has enormous wealth in its deep sea fisheries, pulp and paper industries, forests, and fruit farms.

## PACIFIC TO ATLANTIC

tains—the Olympic Range—in the neighboring State of Washington. Within nearer reach is the far-famed harbor of Esquimalt, which is to the naval strength of the country and the Empire what Halifax is on the East. The harbor picture, moreover, as one sails over to the mainland, is an unforgettable one, with stately ships from all the world waters, especially the East, and the diversified coastwise craft from a whaler to a swift motor boat or the hand-fashioned canoe of a coastal Indian.

### Vancouver

A few hours of sea journey brings one to the extensive water front of Vancouver, entering through the Narrows of Burrard Inlet to find in the land-locked waters one of the great and deep harbors of the world. Spread out before one, on gently sloping hillsides, is the main section of Vancouver, with a rapidly growing auxiliary centre of North Vancouver on the opposite side of the Inlet.

It is difficult to realize that this commercial metropolis of the West, this portal City of the Pacific, is less than half-a-century old. It was only in recent years that the present admirable site for a city was chosen in lieu of Port Moody at the head of the Inlet, and wise was the choice. Beautiful for situation, like Jerusalem of Old, is Vancouver, with mountain heights, ocean shores and forest realms as its boundaries. There is a thriving centre of population of 250,000 souls in Greater Vancouver; over forty regular steamship lines arrive from and sail to the other world ports and countries, while a thousand vessels enter the spacious harbor in a single season. The growing importance of the city as a grain exporting centre is witnessed in the elevators that line the water front, while the long lines of wharves speak of the deep sea commerce that here finds its focus.

Before leaving Vancouver, its surrounding attractions should be viewed—such as Capilano Canyon and its swing bridge spanning the cleft in mother earth from a dizzy height; the bathing beach at English Bay, reminiscent of Torquay or Ilfracombe or Scarborough, the Marine Drive around and past Point Grey, returning by way of Shaughnessy Heights, and by all means Vancouver's other great summer playground of Grouse Mountain, only six miles in an air line from the city's centre, where winter sports can be enjoyed for six months in the year and golf almost the year around. And right at its front door is the incomparable Stanley Park, where in a trice one is far away from the crowded streets, worshipping at one of nature's most wonderful shrines.

### British Columbia—The Alpine Province

Here we are in Canada's vast Alpine Province of British Columbia. Talk about the wide spaces! They are truly to be found here, with an area equal to many

# CANADIAN NATIONAL RAILWAYS

Switzerlands, or 355,855 square miles, half of which is mountainous, and that on a colossal scale. The range of the Rockies, for example, stretches for 1700 miles between the Arctic Ocean and the international boundary, while the rail route of our trip from Vancouver to Jasper alone represents a distance of many hundreds of miles.

## From Vancouver to Jasper

From Vancouver to Jasper will be our first leg of the long journey on "The Continental Limited", as the model train receives its quota of passengers and steams toward the far-away East. Every mile of the journey will have its own interest, even at the start, as the alluvial plain of the Fraser is traversed, making a first call at the growingly important neighbor-city of New Westminster, once the capital of British Columbia, and then and still an important centre of population, tapping the marine commerce of the ocean at the delta of the Fraser and serving as a centre for the salmon fishery industry as well as for lumbering and other activities of production and transportation.

Hurrying toward the ever-nearing mountains that seem to rise to meet one, a halt may well be made at Harrison Hot Springs, with its famed healing waters and delightful climate, where every provision has been made for the comfort of visitors. Then follows one of the numerous striking contrasts on this great tour. Following the sweep of fertile country, the farms and ranches, the orchards and gardens of the rich alluvial plain and the succession of thriving settlements, the transition to and into the mountain fastnesses makes a scenic crescendo that stirs the deepest emotions. Suddenly Nature exhibits her grandest handiwork, and yet man has triumphed over every obstacle and overcome every handicap as the road bed is cut from the face of the towering hills, bridges play hide-and-seek across the turbulent waters of the Lower Fraser Canyon, with traces of the old Cariboo wagon road telling a story all their own of the stirring days of the Sixties when the famous gold rush took place into the Cariboo country and for hundreds of miles up its northern course. A stop at the station of Ashcroft provides the modern, as it was the ancient, gateway into the land of the luring yellow metal, but where six-horse teams and ponderous freight wagons and stage coaches made their laborious way, now a modern highway makes a route for the all-conquering motor car.

## The Fraser and the Thompson

For league upon league the long Express winds its way along the banks of the Fraser and the Thompson. What suggestive place names these are, reminiscent of Simon Fraser and David Thompson, brave pathfinders

## PACIFIC TO ATLANTIC

of a century ago, who forced their way through the alpine barriers and down dangerous river courses to an ocean coast. No men ever so worthily won the immortality of a place name than these two pioneer explorers. And here is Kamloops—another name that fastens itself on the memory, “the point between the rivers” as the Indian translation of the word means, formed in 1812 as a trading post and fort. Many an old-time fur brigade started from this point on the hazardous journey of many days to the Pacific—the few hundred miles now covered in a few hours in safety and comfort. Before leaving Kamloops, it will well repay the traveller to take the run from Kamloops to Kelowna on the Okanagan Lakes. It will prove still another revelation of not only the vastness of distance in this one province of British Columbia, but also the fertile valleys and bench lands that await cultivation and development. At many points along this run the possibilities of both farming and fruit growing are revealed, two industries that are bound to expand with increase in settlement.

The valley of the North Thompson, which separates itself from its sister branch at Kamloops, now makes a trail of steel for many a league through a region of natural charm and infinite variety. Pyramid Falls is one of scores of Niagaras along the course; lakes abound, such as Albreda, guarded by Albreda Peak, of 10,000 feet altitude; the deep canyon of Canoe River makes a rift in the earth's surface and ever and always the blue waters of the Thompson forms a scenic background of rare beauty.

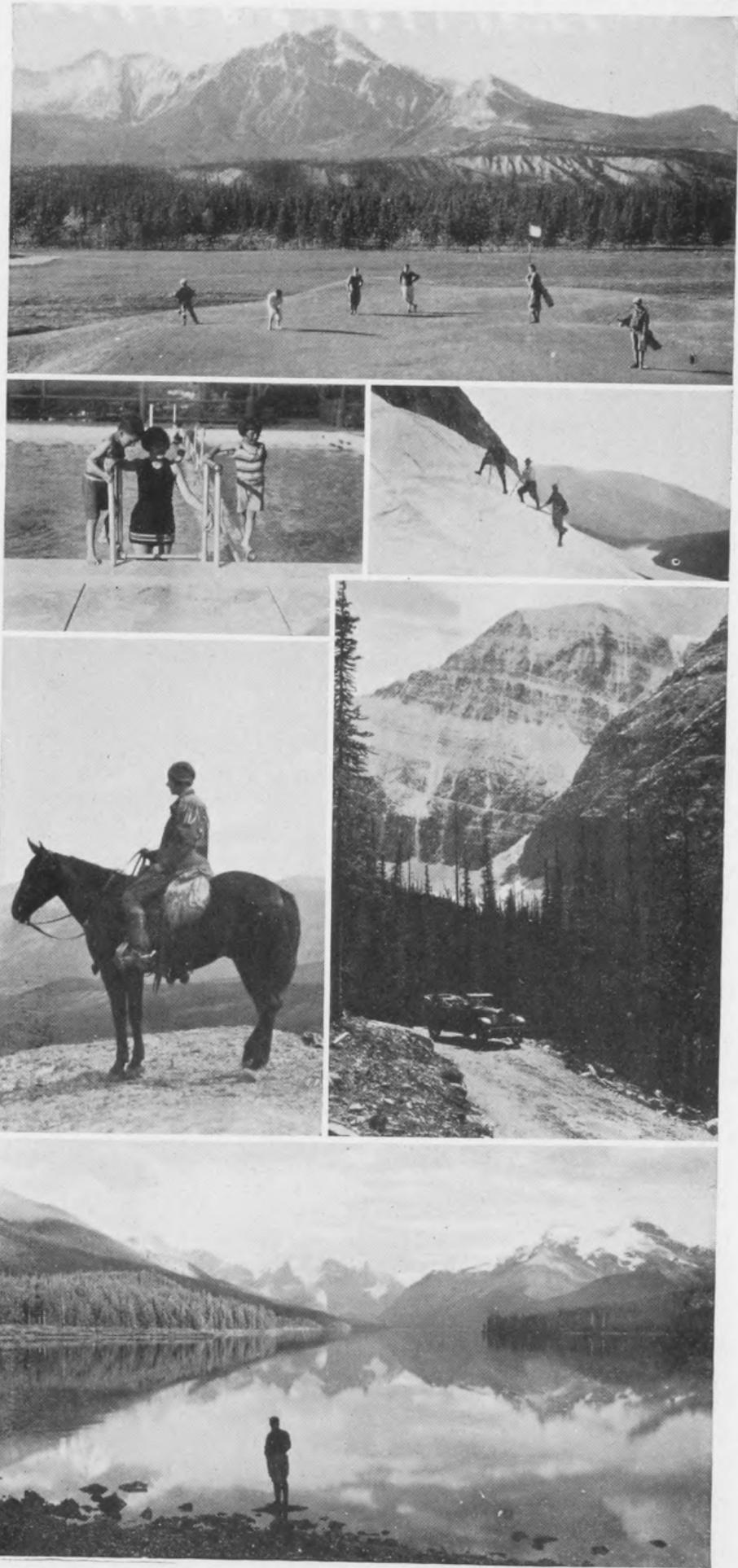
“Red Pass Junction” reads a station sign later on that marks the fork of the road, the track to the right heading westward to Prince Rupert. Before entering upon the wonder garden of Jasper and the trail to Mount Robson, we will test the claims of the traveller that this northern run to Prince Rupert provides another panorama of rare charm.

### The World of the Five Valleys

Following the setting sun, the line hugs the curving shores of five great northern rivers, which spells the route of the Five Valleys; the Fraser, the Nechako, the Endako, the Bulkley and the Skeena. There, as so often elsewhere, nature is cast in a colossal mould, her canvasses are as mighty as the enclosing mountain ranges and the bench lands at their base. Magnificent beyond description are the scenes revealed as the mile posts blend into each other.

The valley of the Upper Fraser is followed for over two hundred miles alone, snow-clad peaks buttressing the sky, and deep canyons carrying the restless floods of the turbulent stream. Near the junction of the

# CANADIAN NATIONAL RAILWAYS



**Jasper National Park** in the Canadian Rockies, 4,400 square miles of game sanctuary and glorious mountain scenery. Jasper has a wonderful golf course. There is hiking, mountain-climbing, motoring, trail-riding, swimming, fishing. Maligne Lake (the bottom illustration) has been described as the most magnificent thing a human being can hope to look upon this side of Paradise.

## PACIFIC TO ATLANTIC

Fraser and McLennan is the traditional site of Tête Jaune Cache, where Decoigne used to cache or put up in a temporary store the furs he had procured in the mountain fastnesses. That which is believed to be the site of the cache is to-day occupied by a settler. Tête Jáune marks the highest navigable point on the upper reaches of the Fraser, and here, during the building of the railway, barges were constructed and sent down the river to Prince George, about two hundred miles distant, loaded with supplies and materials of various kinds. It is said that salmon ascend the river as far as Tête Jaune during the spawning season,—a distance of half-a-thousand miles from the Pacific Ocean.

### Fraser and Nechako

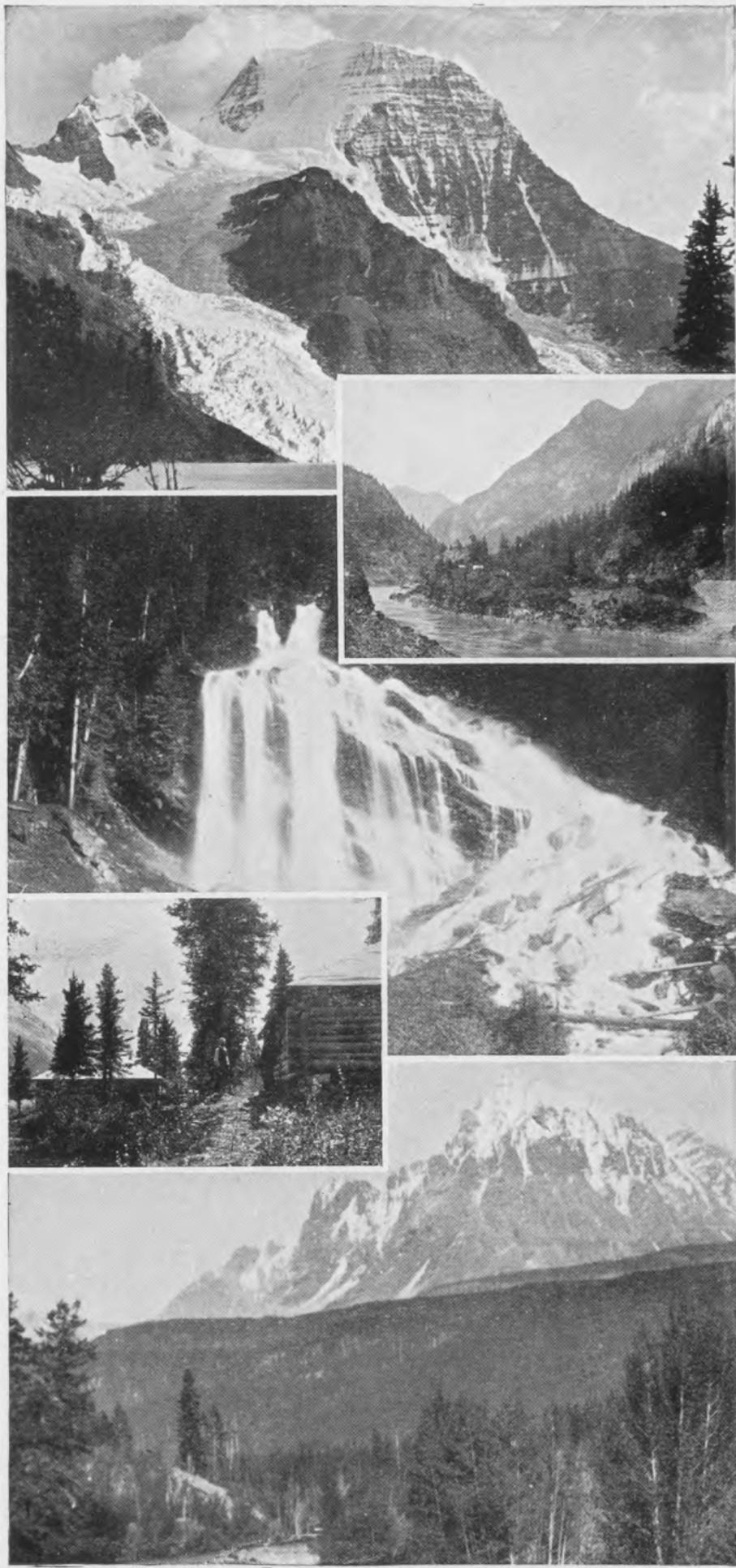
Many a fertile plateau, like that of McBride, tells of successful farming and dairying, with good big game hunting in the nearby foothills and ranges. Bridges succeed bridges, as a foothold is gained for the railway roadbed. Lumber mills here and there and booms of logs in rivers and lake, visualize the forest wealth that has scarcely been tapped.

A city in the making is Prince George, picturesquely situated at the confluence of the Fraser River (which here turns abruptly to the South) and the Nechako, necessitating a mile-long bridge. The town is another reminder of Simon Fraser, the explorer of the famous river, and was a trading post of the North-West Fur Company of a century ago.

Vanderhoof, the centre of a good mixed farming district that is noted for its butter, is a gateway to Stuart Lake, on the shore of which is Douglas Lodge, a summer hostelry near the site of old Fort St. James, established by the North West Company in 1806. The lodge consists of a community house and bungalows of log construction, resting on a little bay where sparkling waters lap on a pebbly beach. In the background is a virgin forest and lakeward magnificent scenery greets the eye at every turn. The deep blue waters of the lake afford excellent fishing and trout are plentiful. Launches and canoes are obtainable and there are inviting trails to nearby mountains. Fort St. James is still being used for its original purposes—a trading post. Manson Creek placer gold diggings are north of Vanderhoof and are connected with the latter by trail.

The Nechako covers an additional hundred miles of route, making still another vale of fertility which many a hardy settler has discovered to his profit. The swiftly flowing stream makes a picture of life and action all along its length, interspersed with Alpine tarns of exquisite charm; as is Babino Lake in the succeeding Valley of the Endako.

# CANADIAN NATIONAL RAILWAYS



**British Columbia**—Mount Fitzwilliam, the picture shown in the lower panel is a friendly old fellow and seems loath to part company with the traveller through the Rockies. Mount Robson, 12,972 feet, highest peak in the Canadian Rockies is shown in the top panel. There is log cabin accommodation in Mount Robson Park. On the way to Vancouver one of the impressive sights is Pyramid Falls, while the canyons of the Thompson and Fraser are never failing sources of wonder.

## PACIFIC TO ATLANTIC

Then the Bulkley River, Valley and mighty Gate. The scenery continues to be most impressive, with a background of the glorious bulk of Hudson Bay Mountain (9,000 feet high) famous for its varied mineral contents and its glistening glacier. The divisional point of Smithers creates an interesting center of population, thirty miles from the remarkable Bulkley Gate, 250 feet wide and 150 feet high, which is viewed by the train passengers from an elevation of 300 feet.

Still westward rushes the big train, to New Hazelton and its neighbouring "Mountain of Minerals," and itself an unique trading post with an historic past. It is not far now to the last of the quintette of rivers, in the Skeena, the great fjord-like stream that penetrates the coastal range for nearly two hundred miles. One may still see remnants of the telegraph line of 1866, planned to connect America and Europe across Behring Strait, a daring scheme only rendered futile by the successful laying of the cable about the same time across the Atlantic. The run along the sinuous shores of the Skeena is one of the most pleasurable of all in this great continental course, the Indian name of the river indicating the clouds as its source. The claim that it is unique among the rivers of the continent is by no means a forced one.

A collection of totem poles makes it known that one is entering another Indian Land. Here is Kitwanga; and yonder, Kitsequkla, each possessing splendid specimens of these curious coats-of-arms of the red men.

An ex-premier of Canada, Sir Robert Borden, is remembered in Mount Sir Robert. Kitselas Canyon, vocal with the wildness of its imprisoned waters; Terrace, with its fruit lands, Emanon Falls, with a drop of 1500 feet; Kwinitsa, another Indian place name, are only a few features of the final down-grade spin to Port Essington, with its extensive salmon canneries, and to the terminus of this remarkable section of mountain railway construction at Prince Rupert.

### Prince Rupert

Here is Canada's most northerly coastal city on the Pacific, and the northern terminus of Canadian National Railways, situated on Kaien Island, on a magnificent harbor, which is open the year round. Intervening mountains and islands shelter it from the waters of the Pacific just beyond, while in midstream there is a depth of 17 to 23 fathoms, and of six fathoms alongside the wharves.

Here are growingly important fisheries. Over twenty million pounds of halibut are annually landed at the docks, or more than the combined total arriving at all other ports on the Pacific coast. During the summer months, many carloads of halibut a day are shipped by

# CANADIAN NATIONAL RAILWAYS



**British Columbia.** The route of the Canadian National from Jasper to Prince Rupert is considered by many the most attractive way to reach the Pacific Coast. Stops are made en route to view the totem poles at Kitwanga and the wonderful Bulkley Canyon. Stuart Lake is a favourite spot for the fishermen.

## PACIFIC TO ATLANTIC

express to points in the Middle and Eastern States and Eastern Canada, while enormous quantities are daily placed in cold storage, as well as cod and salmon, for shipment during the fall and winter. One of the local cold storage plants is the largest on the Pacific coast. Within the harbor is a large ship-building plant and a floating steel drydock, 600 feet long, 30 feet deep, and with a lifting capacity of 20,000 tons. Among other industries in the city are lumber mills, saw mills and fish fertilizing plants, and the port is tributary to important gold, silver, lead and zinc mining districts. A Government elevator, with a capacity of 1,250,000 bushels, and costing over one million dollars, is an illustration of the growing transhipment of wheat from Pacific ports.

There is regular and direct steamship service from Prince Rupert by way of the "Inside Passage", to Vancouver, 550 miles distant; to Anyox on Observatory Inlet; to Stewart, B.C., and Hyder, Alaska, on the Portland Canal, and to Skagway, Alaska, calling en route at Ketchikan, Wrangell and Juneau. There is also a regular service to Queen Charlotte Islands, and occasionally steamers take on cargoes for trans-Pacific ports. Steamers operated by the Canadian National Railways ply on all these routes.

### The Sea Part of the Triangle Tour

The sea voyage through "the Norway of America" from Prince Rupert to Vancouver makes a notable angle of the three. The mountains and fjords of northern Europe have their counterpart in Northern Canada, with the advantage of an inner channel practically the whole distance. To travel in a Clyde-built craft of ocean dimensions, like the S.S. "Prince George" or the S.S. "Prince Rupert", representing all that is modern in comfort and conveniences, is to enjoy a journey of delight to the accompaniment of a panorama of scenic grandeur probably unsurpassed in the world. Thus to Vancouver, our starting point for the overland trip to the East and the Atlantic.

### Mount Robson

Resuming our itinerary on the Vancouver-Jasper route, the climax of climaxes comes in a panoramic view of Mount Robson, the King of the Rockies, rearing its imponderable mass 12,972 feet above sea level. Unforgettable is the picture, indescribable the thrill the scene produces. It is a dominating monster, filling the valley of the Grand Forks, and raising its palisades thousands of feet high as if to forbid any intrusion upon its solitudes. The apex, that is so clearly silhouetted against the sky, ever carries a glistening mantle of snow, or sometimes veils itself in wind-swept wreaths of clouds.

## CANADIAN NATIONAL RAILWAYS

No one can escape the lure of this monarch of the Northland. The trail thereto from the Canadian National Station, by way of the Grand Forks River, around Lake Kinney, and up the Valley of a Thousand Falls, will tax the most ample vocabulary to describe. Every mile of the winding way opens up new vistas or brings within the range of vision new glories in hanging glaciers, rock walls, silver streams tumbling from dizzy heights, and more distant peaks. Nor is it a level way. It surely has its ups and downs,—the steepest of a series of ups, and a wonderful flying trestle bringing the pilgrim and his mountain pony to the northern face of Robson and Berg Lake at its foot, which not only reflects the base of the big hill but receives the avalanches of ice from the Tumbling Glacier and its companion ice river of the Mist Glacier, both clinging to the precipitous slope. On the last sector of this up-grade, one of the glorious Niagaras of the West is passed in Emperor Falls, leaping sheer in all its wild abandon over a precipice five hundred feet and continuing to leap into a cauldron 140 feet below.

And what next, when the end of this exciting trail is reached? Why not stay-a-while in the cosy and rustic Lodge erected in this rarely beautiful Alpland? A boat trip on Berg Lake close to the steeply sloping glaciers, or a tramp—with a guide of course—up and over Robson Glacier, or a climb of Mount Mumm to the north, will yield a host of thrills and a mass of memories.

### Through Yellowhead Pass

Picking up the trail, otherwise the train, the Yellowhead Pass receives train and travellers for the journey through its glorious way. Once more, as for many times, one is covering historic territory in this Pass. It was almost exactly a century ago that David Thompson discovered this nature-made way into and through the mountain fastnesses that seemingly barred a way to the Pacific. The Pass derives its name from the sobriquet *Tête Jaune*, (French for yellowhead) that was bestowed by companions upon François Decoigne, a French-Canadian trapper, who, in 1814, had charge of Jasper House, a trading Post of the North West Company on the Athabaska River. Yellowhead Lake, Yellowhead Mountain, and *Tête Jaune Cache* are among other points of interest that owe their name to this man's sobriquet. While negotiating the Pass, the railway crosses the Continental Divide at a lower elevation and on an easier gradient than any other transcontinental route. There is a sign at milepost 17.2 indicating both the summit and the boundary line between Alberta and British Columbia.

## PACIFIC TO ATLANTIC

Moose Lake, with its lovely Rainbow Falls; Moose River, adding its waters to the larger Fraser; Mount Fitzwilliam, 9,538 feet high; Yellowhead Mountain carrying its "Seven Sisters" of peaks, and the exquisite Yellowhead Lake are but a few among the many features of this entrancing section of the journey.

### Jasper National Park

Then Jasper, and its world-famous Park—one of the largest in area, of 4,400 square miles. It is not only a vast region of wondrous beauty, but a wild life sanctuary which has been discovered by animal and bird alike. Alighting at the unique and attractive new station one faces a lofty totem pole with raven crest, a fine specimen of the red man's art and his unique method of preserving his tribal history.

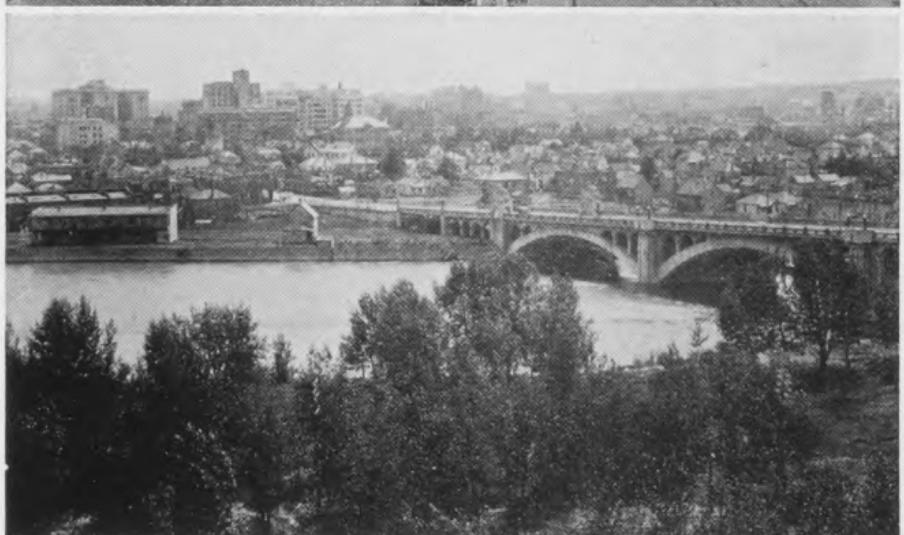
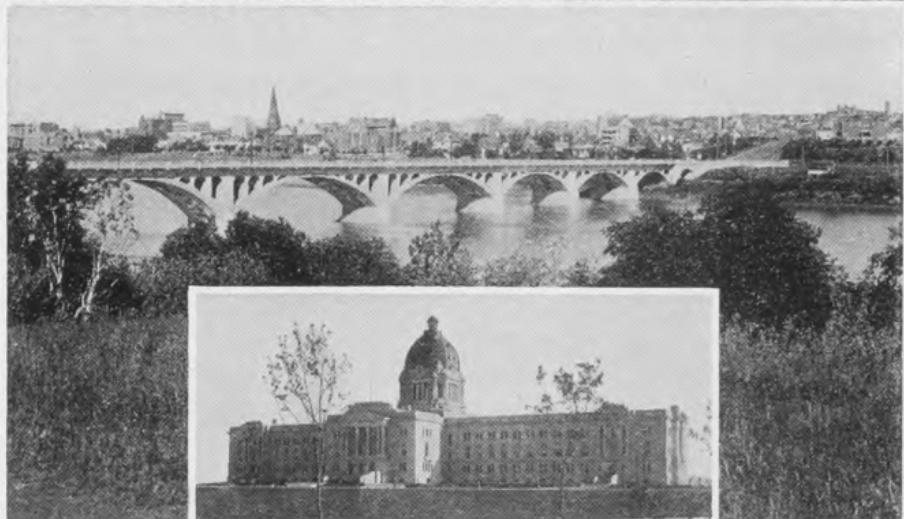
No one ever dreams of hurrying through this Garden of the Gods. Everyone revels in the hospitality of Jasper Park Lodge, set in a truly Alpine frame and by the shores of an exquisite mountain tarn, in Lac Beauvert. Lifting the eyes to the hills, an entrancing scene is presented, colorful in the extreme, of a mass of mountains forming a mighty circle. No two are alike in color or formation. Nature never duplicates! Pyramid Mountain on the north, rising over 9000 feet high, offers a riot of color, in reds, purples, browns, greys and greens that accentuate the virgin purity of its crown when covered with a fresh shield of snow.

Filling the sky line on the West, the colossal bulk of Mount Edith Cavell makes a most impressive picture. Of all the monuments to the memory of the martyred English nurse, none is so enduring or imposing as this great Rocky peak bearing her name. Covering its face is the Glacier of the Angel, so named because of the suggested resemblance to an angel with outstretched wings, while Lake Edith Cavell, at its base, duplicates mountain and glacier in its pellucid depths.

The motor road to the Mount is only one of a number that are reached from the Lodge. This one affords a magnificent view of the reclining and titanic figure of a giant resting on the very roof of "Old Man Mountain" and of the valley of the Athabaska and of the silver stream that meanders through its bed. What lordly rivers these are that have their rise amid the snow caps of the Rockies! Life-giving they are too, irrigating the plains in every direction and making possible the rich rewards of nature in bountiful harvests.

Other motor roads lead to additional points of interest, especially Maligne Canyon, with its remarkable cleft in the rocks through which the Maligne River rushes impetuously to the larger Athabaska. Farther afield a wonder realm is accessible in Maligne Lake, and its surroundings. In fact, there is a bewildering list of

## CANADIAN NATIONAL RAILWAYS



**The Cities of the Prairies.** The top illustration is a view of an industrial section of Winnipeg, following are Saskatoon, Regina, Edmonton and Calgary.

## PACIFIC TO ATLANTIC

"Things to do" in Jasper, after a daily round over the superb 18-hole golf course, where there is a dangerous temptation to lift your eye from the ball so as to drink in the beauty of the encircling hills.

The wayfarer reluctantly bids goodbye to the friends made at the Lodge or on the trail in order to move on and eastward. Two hundred miles of Alpine scenery intervene before the plains are reached, still following the banks of the Athabaska as it gradually widens its bed and its milky-green flood. "Henry House," the site of another old fur post is passed on the way, while within near view the mighty Miette range with its titanic palisades dwarfs its surroundings. Ancient trails of Indian explorer and trapper are still traceable, one passing the site of Jasper House, yet another historic centre of the long ago.

Another hour or two brings the enraptured sightseer to the Alpine exit; at a stopping place appropriately named "Entrance" when approached from the East. There opens up the seemingly illimitable plains, with a horizon bounded only by ones' range of vision. And this is:

### Alberta: The Sunny Province

A province which advertises a special brand of sunshine in most of the days of the year, with a minimum of 43.0 and a maximum of 94.0 mean sunshine.

This member of Canada's federated family, which was only admitted in 1905, and is therefore one of its youngest, is marked by many characteristics peculiarly its own. It is, in reality, three provinces in one, with an eastern, central and western division and with a total area larger than Germany or France. Less than 15 per cent of its tillable area of over 70,000,000 acres is under cultivation, while it is rich beyond computation in natural resources. It is known, for instance, as Canada's Coal Bin containing 14 per cent of the coal deposits of the entire Dominion. It also leads all its sister provinces in the production of oil, petroleum, and natural gas, while other minerals, metallic and non-metallic, are much in evidence.

### Edmonton—Alberta's Provincial Capital

In course of time, and on time, the Express concludes its mountain run from Vancouver to Edmonton,—yet another of the provincial capitals visited on the journey. It is one of the oldest settlements in the West, as a Hudson's Bay post and as the farthest-north centre of population on the plains. To-day, it is a gateway to the potentially rich Peace River country, extending for hundreds of miles towards the Arctic Circle and which has been termed The Last Great West. It is a striking fact that the wheat that won the world's championship

## CANADIAN NATIONAL RAILWAYS

in 1926 was grown three hundred miles north of Edmonton in this Peace River district and nearly a thousand miles north of the international boundary.

The Albertan Capital has also become an important divisional point on the Western System of the Canadian National Railways. Here the Hotel Macdonald has its latch strings out for the traveller, with as warm a welcome of hospitality as could be asked for.

A run to Calgary is here strongly recommended. There was no Calgary a few decades ago; to-day a thriving and growing city borders the Bow River and faces the southern peaks of the Rocky Mountain range seventy miles away—a glorious vision on a clear day, and clear days are among the things Calgary glories in. Viewed from one of the neighboring heights, this metropolis of southern Alberta makes a striking picture, while a closer view reveals all the signs of a great going concern, the centre of many big interests and of potentially rich areas of natural resources. It is moreover an important railway centre and the hub of extended farming, ranching, oil and gas districts.

### Buffalo National Park

Journeying eastward from Edmonton, the Canadian National passes through the Buffalo National Park, of 160 square miles, near the town of Wainwright, Alberta. Here is found the largest surviving herd of wild buffalo in the world, having increased from the initial herd of 700 to over 8,000; while thousands more have been shipped to another park area 700 miles north. The park also holds hundreds of other animals—moose, elk, deer, yak and antelope, making it one of the greatest collections of wild animals of these species in the world.

### The Saskatchewan Empire

The neighbouring Province of Saskatchewan occupies truly an Empire area. Two sets of British Isles could be located within its boundaries. The story of Alberta is here repeated and enlarged as the "Continental Limited" speeds on its way. More freight cars—more elevators—more plowers and harvesters at work—more threshing outfits laboring feverishly in the fields of Canada's chief Wheat-producing Province—the granary of an Empire, as well as of a Dominion, with a yield of nearly 300 million bushels in 1926 alone.

A city miracle is Saskatoon, on the main line. Superbly situated on the banks of the mighty Saskatchewan and steadily extending its antennae over the surrounding levels, it is a busy centre of population scarcely more than a quarter of a century old—or young, serving an immense stretch of territory, and providing an educational centre in the University of Saskatchewan, the

## PACIFIC TO ATLANTIC

Provincial Agricultural College, and one of the Dominion Experimental Farms. A brief halt is made on the way cast at the town of Watrous. Nearby is the remarkable Lake Manitou, noted for the medicinal quality of its waters.

Regina is a mid-prairie provincial magnet that deserves a visit while en route. Once upon a time, and that not so many years ago, Saskatchewan's Capital City bore the unpoetical title of Pile o' Bones, suggested by an accumulation of buffalo bones as fertilizing material. In its place, a city spreads itself over the ample plain, with a striking architectural feature in the Legislative Buildings; numerous educational buildings of imposing dimensions, miles of attractive residential streets and a large area devoted to the wholesale trade and manufacturing. Many an inhabitant is an Old Timer who can link up with the pyramids of bones as the only sign of business activity when the railway first penetrated the West.

### Across Manitoba

The three hundred-mile stretch of track on the main line of the Canadian National System that cuts across Manitoba covers another interesting section of bordered plains. The great Lone Land of a past century has become the Great Farm of the West, of the Dominion, of the Empire. The pioneer homesteader has become the permanent settler, with a many-acred farm and the accompaniment of a comfortable home and spacious barns. Every few miles a village contains a cluster of houses and samples of the four thousand elevators that raise their huge bulk from the rolling plains, while thriving towns, like Portage la Prairie or Brandon, further emphasize the population growth.

Flocks and herds add their note of wholesome life to the landscape, and if this West to East journey is taken in the harvest time, proof is everywhere adduced that prosperity follows the plow, and reaping follows the sowing in the succession of trains carrying the golden grain to Winnipeg for grade inspection, and on to the twin cities Fort William and Port Arthur, at the head of the Great Lakes, for trans-shipment by rail or water to the diversified markets of the world.

We have witnessed many rare nature scenes on the first half of this Continent-spanning run since its start, but fresh ones will be unfolded on this prairie portion, ere it is passed, such as a Western landscape in the spring of the year, when the earth is covered with a garment of green, or at the ingathering days when the fields of waving grain are transformed into fields of cloth of gold. If it be eventide, a sunset of color will flood the fields with its glory, or the twilight will suffuse the world of sight with the rarest gradations of lights and shadows.

# CANADIAN NATIONAL RAILWAYS



The soil of the **Prairie Provinces** was responsible in 1926 for field crops valued at: Manitoba, \$120,026,000.; Saskatchewan, \$320,922,000. (chiefly wheat valued at \$232,309,000.); Alberta, \$206,334,000.

## PACIFIC TO ATLANTIC

### Winnipeg the Wonderful

There comes the moment of time, on this 'cross-Continent tour, when "Winnipeg" is announced by the trainman. It seems a long way, and a relatively long time back since the journey was started at Vancouver, but only the half-way house has thus far been reached. Why Winnipeg the Wonderful? It is another miracle among cities in its birth and growth. Only half-a-century ago, it was a primitive settlement of a few hundred souls and a few score houses clustered around Fort Garry. Main Street was an enlarged prairie trail, deep in the rainy season with a mud of unparalleled tenacity. The baby town had all the North-west to itself, a mere thousand-mile sweep to the Rockies! That was yesterday, and a recent yesterday, too.

The miracle is witnessed in the Winnipeg of to-day, and its expansion in little more than the span of a generation. The contrast is epitomized in the ivy-clad gateway of the historic Fort Garry and its towering neighbour of the Hotel Fort Garry—recognized as one of the finest hostelleries in the Dominion, with the imposing pillared entrance to the Union Station nearby filling in the eastern frame of the picture.

The Main Street of the days of the muddy "Peg" is a real Main Street of traffic and commerce, and the embryo Portage Avenue of the 'Seventies constitutes another chief artery, miles in length until lost in the immensities of the surrounding plains.

An ideal half-way house is this "Chicago of the West",—this portal of the prairies, this thriving, throbbing, teeming home of two hundred thousand souls, as the distributing centre across half-a-continent and one of the great grain centres of the world.

When the day and hour comes for the resumption of one's journey, one of the mightiest of modern locomotives, with steam up, stands impatient to be on its way as if it realized the thrill of it all—after coursing across a far-flung prairie world as a successor to the loping stride of an Indian pony or the slow creakiness of a Red River cart. Dull of spirit and deficient in imagination must one be who covers this corner of our big country without an air of anticipation or a sense of adventure. It is only when the West is covered by rail that the gridironing of this vast realm by the railway is realized, and new branch lines are being constantly built.

### Goodbye, Winnipeg!

Still another farewell to a favourite stop-off centre, but time and tide still wait for no man. If the Twin Cities of Fort William and Port Arthur be the immediate objective, then an interesting route is at one's service via the Rainy River country, including a 45-mile run

# CANADIAN NATIONAL RAILWAYS



**Minaki, Ontario.** 115 miles east of Winnipeg on a broad expanse of the Winnipeg River, the connecting link between the Lake of the Woods and Lake Winnipeg. Here Canadian National Railways operate Minaki Lodge, an hostelry where all summer activities may be enjoyed under ideal conditions.

## PACIFIC TO ATLANTIC

through the State of Minnesota. Many magnificent water stretches come within view, in glimpses of the big Lake of the Woods, and Rainy River and Lake. The old-time Dawson route, by land and water, which preceded the building of a railway, opened up a way for the tracks of steel. Quetico Provincial Park passed on this route, is still another of the game sanctuaries and preserves where the best of fishing is possible, and a network of canoe routes tempts the lover of the open air and the unspoiled areas and, near Fort William, the picturesque Kakabeka Falls not only adds an impressive scenic note to the landscape, but provides light and power for its nearby Twin Cities, which have the distinction of forming the greatest grain trans-shipping centres on the continent. They have been happily described as forming the spout of the wheat hopper of the great West, with a combined elevator capacity of 65,000,000 bushels. In Port Arthur is one of the noted series of hotels operated by the Canadian National System, the Prince Arthur.

A few miles east of Port Arthur are famous Nipigon Lake, River and Bay, rich in lofty verdure-clad shores and island-dotted waters. There's Nipigon Lodge, at Orient Bay, with open doors and cheery fireplaces for the lucky guest, with a rare chance to revel in this picturesque corner of Canada and, incidentally, to catch some of the speckled trout that thrive in the cold and clear-hearted waters.

An alternative opportunity is afforded the traveller at the Twin Cities to travel eastward by the palatial steamers, of ocean-going dimensions, of the Northern Navigation Co. via Lake Superior, Sault Ste. Marie, the St. Mary River and Lake Huron to the terminus at Sarnia, making one of the most enjoyable water trips available in this or any other country.

### The Route of "The Continental Limited" from Winnipeg to Montreal

As miles and leagues are checked off by the big train, the panorama unfolded in perspective from the platform of the observation car will hold mind and eye in thrall; first, the fertile plains of Southern Manitoba, then forests dim and dark, spelling potential wealth in the pulp and paper industry alone; amid lakes in endless variety, keeping pleasant company within a stone's throw of distance. Here and there appears the shack of a prospector or the log cabin of a settler, brave enough to be an advance guard, his little clearing gradually enlarging its boundaries. Once in a while, too, an Indian slips suddenly into view, and as suddenly fades away—swallowed up, as it were, by an otherwise unpeopled world.

# CANADIAN NATIONAL RAILWAYS



**Northern Ontario**—ever broadening the band of Canadian civilization and filling the gap between east and west in that stretch of country north of the Great Lakes. There are large pulp and paper industries—the clay belt is being brought under cultivation—lumbering everywhere—while the richest of gold and silver mines are in active production.

## PACIFIC TO ATLANTIC

So to Minaki. Here is another name that arrests one's attention, as it calls a halt to the transcontinental train. Here is yet another doorway to a delectable region whose attractions have been discovered and tested by thousands of people. Wisdom suggests that a stop be made here, and a trim little motor boat boarded for an exploration of the lovely water courses that abound, centering in the Winnipeg River, with enlargements that make lakes; with superb stretches of river scenery from a Narrows with a rushing current or, to a point farther along stream, where a series of Niagaras, capable of producing almost unlimited power when harnessed by all conquering man, leap in all their foamy freedom.

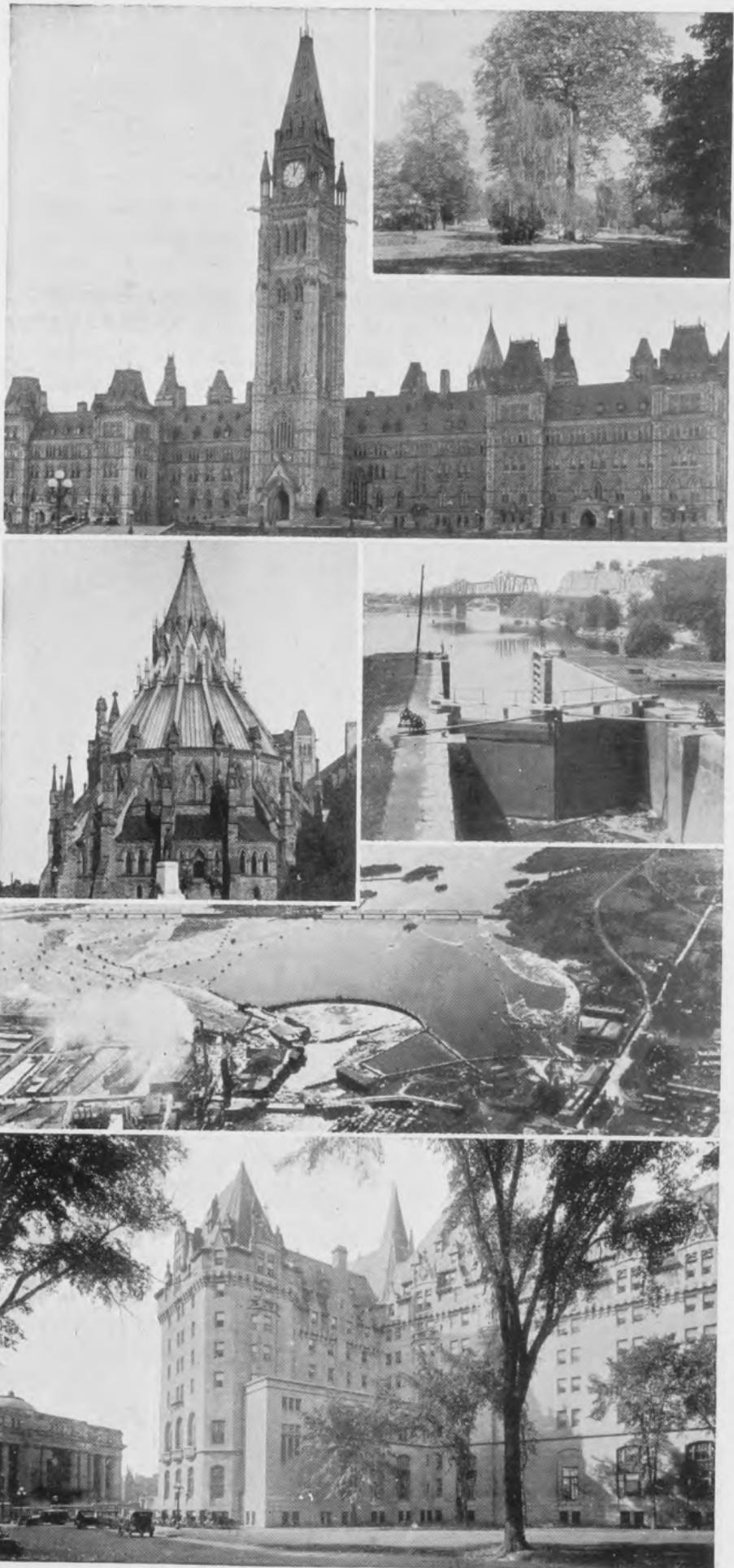
Here, too, one may enjoy the hospitality of Minaki Lodge, with its own unique bungalow setting, which spells comfort and contentment. A wonderful golf course, made out of a virgin wilderness, has its devotees, and those who do not play the universal game may enjoy the other universal pastime of fishing. A wonderful nature sanatorium is this spot among the hills and by the watercourses of North-Western Ontario, where the world of business is for the time forgotten and the happy holidayer lives for a spell close to nature and thus regains his equipoise. Such an experience in such a garden of the wild makes a man over again—and that is worth while.

The route of "The Continental Limited" next covers a long reach of virgin country, with here and there the nucleus of a settlement or perchance a city, lost in the meantime within the boundaries of vast distances; or at other flag stations, the signs of newer days may be seen in dog teams pulling at their leashes to be off to remoter outposts of civilization; or, more suggestive still, an aeroplane may be throbbing with repressed energy to fly to far distant fields where the glittering nuggets tell of prospective wealth. All along such a line of track, so startlingly contrasted with the older settled parts of the Dominion, one beholds a day of beginnings, with the pioneer settlements repeating themselves.

On this stage of the journey to Cochrane, indications of the growing lumbering, and pulp and paper industries are visible at many points; and, at Cochrane, is another town in the making in the centre of the clay belt of New Ontario.

The next run, from Cochrane to North Bay, is over the line of the Temiskaming and Northern Ontario Railway of the Ontario Government that taps the relatively new mining region of rich productivity and even greater promise. The place names are already world known, in Kirkland Lake, Porcupine, Lorraine, Larder Lake and many another. It is the home of the Hollinger—one of the world's great gold producers. It is, moreover,

# CANADIAN NATIONAL RAILWAYS



**Ottawa**, the Federal Capital and seat of the Government of the Dominion of Canada. It is also an important centre for the lumber industry. The lower view shows the Chateau Laurier, one of the Canadian National Railway Hotels of Distinction.

## PACIFIC TO ATLANTIC

the centre of the growing industry at Iroquois Falls from which a 22-car train leaves every day with paper from the big plant.

"Cobalt" adorns the end of a station, with its romantic background,—though only as of yesterday,—of the discovery of the richest silver deposit in the world within a similar area. The lure of the precious metals is peopling this hinterland with an adventurous army, where the gold veins are yielding up their yellow treasures. And in and between mines of gold and silver and copper and nickel, tillers of the soil and fellers of the forest have fashioned out homes and farms, content with the more stable rewards of the earth and the woods.

A sign on another station spells "Timagami," and only those who have halted here and explored the mighty lake of the Indian word are qualified to speak of its glories, or that of its connecting waters where man has made no impress beyond a few lodges or tepees.

North Bay, on the shores of Lake Nipissing, is still another important railway centre from which "The Continental Limited now continues its course through the northern portion of Algonquin Park by way of Pembroke—a prosperous centre that owes its birth to the lumber industry—thence to Ottawa and Montreal.

Algonquin Provincial Park is entered,—a garden of the wild, set apart in perpetuity as a protected playground and a sanctuary of wild life. A delightful rest-a-while haven is the Highland Inn. One wonders where else to find such a garden of unspoiled nature, set amid a bewildering maze of lakes large and little, and connecting streams that afford ideal canoe routes, where the four-footed denizens of the forest, in moose and deer and beaver, come within range, and where an Isaac Walton can easily fill his creel and earn a Lucullian feast.

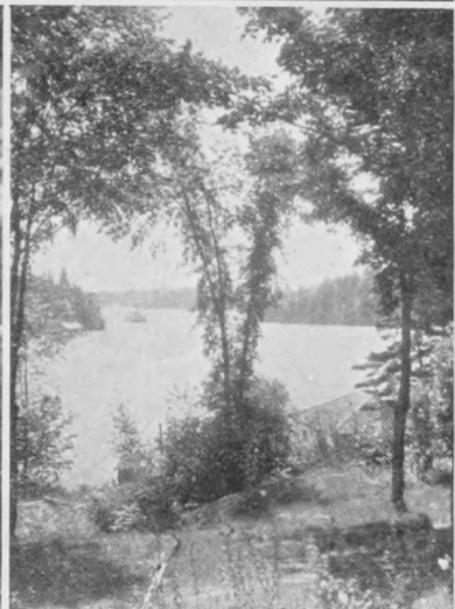
The Canadian National bungalow camps,—Nominigan and Minnesing,—situated a few miles from the Highland Inn, in the heart of the woods and on the shores of mirroring lakes—are other retreats from a noisy world where nerves will find quiet, bodies will experience restoration, and fresh leases of life will be taken.

### Ottawa, the Washington of the North

The Federal Capital of the Dominion occupies a site wisely chosen by Queen Victoria when the consummation of Confederation, in 1867, necessitated a legislative centre. The former "Bytown" deserves the compliment of being "the Washington of the North," in its delightful situation on the banks of two noble rivers: the Ottawa and the Rideau, its magnificent Parliament Buildings, dominating Parliament Hill, its auxiliary government buildings, and Rideau Hall, the home of the Governor General.

With Government and civic aid, a superb system of flower-bordered boulevards, driveways and parks makes

# CANADIAN NATIONAL RAILWAYS



**Ontario's Tourist appeal**—A variety from which to choose. The 30,000 Islands of Georgian Bay-Algonquin Park, from which no fisherman comes away disappointed.—Muskoka, The Lake of Bays and that World's wonder Niagara Falls.

## PACIFIC TO ATLANTIC

the 30-mile motor ride a delightful experience, whether to the extensive Government Experimental Farm in the one direction, or the great natural playground of Rockcliffe Park on the other, always with alluring pictures of the bordering Laurentians.

After inspecting the stately Houses of Parliament, the Peace Memorial Tower, the National Victoria Museum, the National Art Gallery, the Royal Mint, and the Archives, as Government Institutions, the visitor will further enjoy a stay at the Chateau Laurier, one of the most imposing buildings of its kind in the Dominion and an ideal hostelry. Across the way is the handsome Union Station.

Another evidence of Canada's industrial expansion, based upon water development, is afforded by the extensive lumber, pulp and paper plants clustering close to the Chaudiere Falls of the Ottawa, with the growing town of Hull on the opposite bank. It is only a three-hour run from Ottawa to Montreal, but with every hour one of interest, and across the Ottawa River to Montreal Island via Ste. Anne, once the home of Tom Moore, and with a famous little Church associated, it is claimed, with his "Canadian Boat Song." What a procession of worthies the ancient riverside hamlet has seen, for every one of the French explorers, from Champlain on, passed that way. Hard by is Canada's greatest Agricultural College—the Macdonald—a regal monument to its beneficent founder. Thus Canada's commercial metropolis is reached.

### The Route of "The Confederation" Winnipeg to Toronto

Reverting to the junction point of Nakina, on the main transcontinental route, let us board "The Confederation", from Winnipeg to Toronto, via the Long Lac cut-off.

Continuing this route, hundreds of miles of additional virgin country is crossed where pioneer conditions are gradually giving way to more permanent ones, and where there are many evidences of a wealth of natural resources only awaiting development. Capreol Junction gives evidence of being an important divisional point; Sudbury is a synonym for its nickel and other mineral wealth.

It is difficult to choose between the allurements of the northland gardens of the wild that invite exploration at every turn. There are those who cry: come along to my Lake-o'-Bays paradise if you would locate a real Ponce-de-Leon; to Huntsville and the Bigwin Inn, and to the chain of waters that seemingly have no end. And after testing all the claims of its devotees, one admits that the half has not been told.

Then too there is the trinity of lakes—of Muskoka, Rosseau and Joseph—gems of beauty set in frames of green and studded with isles of assorted sizes, reflected

in every outline in the placid mirroring waters. Here many have discovered the joy of life and living that is a legitimate search, and more have found new springs of health and new vigor for the daily task.

Truly it is lake-land all the way—fairy lake-land, it might be phrased without exaggeration; indeed, a real Fairy Lake is seen along the route. Who has not heard of the Highlands of Ontario? of the Muskoka and Parry Sound districts, of the Georgian Bay, with its inner and outer channels created by thirty-thousand isles; of the Lake of Bays and Maganetawan and Nipissing, of Cou-chiching and Lake Simcoe? Familiar to tens of thousands are these map designations, and, more familiar, the world of scenic charm they represent and contain. Happy hunting grounds they are: to health and pleasure in the summer days; and big and little game hunters in the legalized seasons, not to mention the army of Isaac Waltons whose search for finny spoils is never ended, and whose optimism is never quenched. An additional few hours brings “The Confederation” traveller to Toronto.

## TORONTO: the Queen City

Toronto needs no introduction to the modern traveller. Like its sister cities, it is on the map; and also like its sisters, ever expanding and enlarging. It too, tells a tale of small beginnings, in the days when Canada was young. Every phase of our national history is included in its story: of the days when the redman was supreme; or, later, when the French challenged their possession of a half-continent by erecting Fort Rouille as a fur trading post, in 1749. The obelisk in Exhibition Park reminds the 20th century of this 18th century enterprise. With 1834 came the incorporation of the town as the City of Toronto. It was then, as now, the legislative legal and educational centre of the province, with a present population of nearly 600,000, having doubled every fifteen years since Confederation.

Numerous are the outstanding features of this provincial capital. It is the headquarters of the Central Region of the Canadian National Railways; it is rightly proud of having, in the Canadian National Exhibition, the greatest institution of its type in the world, attracting over a million and a half of visitors annually. Its seventy parks and playgrounds form the lungs of a great city. It can also claim the highest skyscraper and the largest agricultural implement industry in the Empire, while its industrial and commercial sections spell national and civic prosperity. A long water front makes it an up-to-date harbor, with every modern facility. Few cities can boast of finer residential areas or more imposing structures—in Parliament Buildings, Universities, Hart House, Osgoode Hall, Provincial Museum, Coliseum and Stadium, hundreds of churches and schools, and palatial

## PACIFIC TO ATLANTIC

homes. Toronto, moreover, is given credit for having one of the best street car services in the world.

### Toronto as a Gateway City

Toronto is another gateway city. The entire southern part of Ontario is as rich in her playground areas and lakeland regions as the newer northern section. The Rideau lakes, for example, have long been popular with summer dwellers, the lovers of the open and the campers-out. The Bay of Quinte is another charming islanded area easily reached from points along the Canadian National route, while the Kawartha Lake region comprises a net work of waters that rival similar stretches of country for natural attractions and revelations of nature's loveliness. These too have long been the haunt of thousands of tourists and who have built up an ideal cottage life along the lake shores.

### Toronto to Niagara Falls

Toronto also forms a hub for a series of travel spokes. One of the best known is the line to Niagara Falls, passing through one of the most fertile parts of the province. Right at the start, the well-kept grounds of Exhibition Park and the long sweep of Sunnyside Beach lead to the Humber River, which the early French explorers knew and used. Oakville attracts the Torontonian as a suburbanite who has built his imposing home along the lake shore.

Hamilton holds a strategic position at the head of Burlington Bay, on Lake Ontario. Like many other places, it owes its discovery as a site to La Salle, in 1609, and to the band of pioneers who in 1812 laid the foundations of a permanent settlement that has since expanded into one of the chief industrial cities of the Dominion, with hundreds of manufacturing establishments, including a large number of branch American plants. Some of the industries are the largest in the Empire, if not in the world.

Few cities have a finer situation or are surrounded by a richer area of country. The residential districts are specially notable for their charm, while the imposing churches and educational institutions proclaim it a centre of many advantages. Hamilton also has the distinction of being the northern gateway to the famous Grimsby and Niagara fruit belts, with miles of peach and apple orchards and thriving vineyards filling all the space between the mountain background and the lake shore. The trip through this garden land in blossom or fruitage time is an unforgettable experience.

St. Catharines lies midway along the route, with its tree-shaded streets, attractive residences and effective public service utilities. Ridley College occupies a com-

manding situation, while a handsome new Collegiate Institute and other schools make known the educational status of the city. The well-known mineral springs bring help and health to thousands. The ideal aquatic course of the Canadian Henley lies between the city and Port Dalhousie; and also, near by, is the Welland Canal, alive with lake traffic during the season of navigation, with the new ship canal, with its titanic walls of masonry nearing completion and involving the largest construction undertaking on the continent since the building of the Panama Canal. St. Catharines is on the water-and-rail route between Toronto and Niagara Falls by steamer from Toronto to Port Dalhousie and by fast electric car service to the Falls and Buffalo.

## Niagara Falls

Then Niagara Falls. All the world knows the word. The twin cataracts are still the major magnet of the continent, as its millions of visitors attest. The city of Niagara Falls has gradually grown along the Canadian bank of the great international waterway, in the heart of a wealth of attractions in addition to the Falls themselves. The Government Park is reminiscent of Kew Gardens for its flora and fauna and its park-like expanse. The 30-mile boulevard drive along the entire length of the Niagara River, from Fort Erie to Niagara-on-the-Lake, cannot be duplicated for the sights it reveals: of the foam-crested upper and lower rapids, the sinister Whirlpool, the rare beauty of Niagara Glen and Queenston Heights, the huge power houses of the Hydro and other systems, the stately monument to Sir Isaac Brock, and the miles of highly cultivated farms radiating from the Highway—all these and more are included in the Boulevard drive.

Swinging back to Hamilton, we may board a de luxe train, like the International Limited, heading westward for Windsor and Detroit. The Dundas Valley opens up in all its superb sweep and charm; Brantford reminds the traveller of its founder in the Mohawk Chief, Thayendanaga, and later the introduction of the telephone as a commercial possibility by Alexander Graham Bell; Paris, clinging to the banks of the Grand River; Woodstock, the heart of Oxford county and a rich dairying district; Ingersoll in the same garden, and so London—the chief centre of Western Ontario. The old mother city on the Thames is here recalled in scores of place names,—even to a Piccadilly. A fine city it is from every angle. Extensive industrial and wholesale sections spell prosperity and the world of big business. The wide thoroughfares give an ideal setting for the homes in this centre of homes. Stately spires rise skyward, and a University, the Western, gives further distinction to a distinctive city. A few miles away one of the many

## PACIFIC TO ATLANTIC



The Prince Edward, Brandon, Man.  
Jasper Park Lodge, Jasper, Alta.  
The Prince Arthur, Port Arthur, Ont.

## HOTELS OF DISTINCTION

Pictou Lodge, Pictou, N.S.  
The Fort Garry, Winnipeg, Man.  
Highland Inn, Algonquin Park, Ont.

# CANADIAN NATIONAL RAILWAYS



**F DISTINCTION**  
Pictou, N.S.  
Winnipeg, Man.  
Algonquin Park, Ont.

The Chateau Laurier, Ottawa, Ont.  
Minaki Lodge, Minaki, Ont.  
The MacDonald, Edmonton, Alta.

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ideal beaches on the shore of Lake Erie, at Port Stanley, is a centre of attraction for thousands, as is Springbank, the finely wooded park on the Thames.

Two routes are offered the tourist on leaving London for the West: to Windsor, and Sarnia. The former route, traversing the thriving counties of Kent and Essex, taps the City of Chatham midway, thence to the Border Cities of Windsor, Ford, Walkerville, Riverside, Sandwich and Ojibway, lining the Detroit River, and maintaining no less than two hundred industries, the automotive one leading in extent and employment.

By taking the other spoke of the London wheel, one passes through another succession of enterprising towns on the way to Sarnia where, by the aid of a tunnel, the through trains of the Canadian National System give an up-to-date service to Chicago and the American West.

### TORONTO TO MONTREAL

The Canadian National trains intersect the most interesting sections of the central province of Ontario especially on its eastern divisions with a splendid service connecting the provincial with the commercial capital of Montreal and the federal capital of Ottawa. The same track serves both destinations for part of the way. For the first hundred miles the shores of Lake Ontario keep the traveller company, passing through a succession of prosperous centres—Oshawa and Port Hope, Cobourg and Belleville, in the heart of the Bay of Quinte country; Brockville and Kingston; Prescott and Cornwall, bordering the St. Lawrence with their anticipations of huge power developments. Signs of industrial progress abound in every city and town, each set in a centre of a rich and prosperous farming country.

### MONTREAL: CANADA'S METROPOLIS

Montreal is Canada's recognized metropolis; it is also the Magnet City of the Dominion—not only because it is a million-population centre, but on account of its attractions, which are bewildering in their number and variety. It is, moreover, two cities in one, in its English and French-speaking elements, but together making a happy and harmonious civic family.

Wherein does this big town qualify as a Magnet? Primarily in its unique situation between Mount Royal and the St. Lawrence. What ideal vantage points the Mount, and its mate, Westmount, provide for matchless panoramas, with ideal residential sections high above the sea of roofs and the chess boards of streets.

Go down to the harbour front if you would see another Montreal sight, for it is the leading port along the Atlantic seaboard, as well as the largest grain shipping port on the Continent, although hundreds of miles from

# CANADIAN NATIONAL RAILWAYS



**Toronto**, the Queen City, Capital of Ontario. Leading educational centre of the Dominion of Canada, with its University enrollment numbering over 5000 students. The bottom view shows the public swimming pool at Sunnyside, one of Toronto's municipal activities.

## PACIFIC TO ATLANTIC

the sea. A bird's eye view of this great marine scene during the season of navigation, from a vessel's deck or the Victoria Bridge, is one of the sights of Canada.

So are the public buildings, the educational institutions, the spacious hospitals—evidences of a lavish generosity on the part of its leading citizens. Churches, too, of every faith. The massive Church of Notre Dame, seating 15,000, the largest in the Dominion, is a mecca for thousands of worshippers, and visitors of other faiths. It faces the monument to Maisonneuve, the founder of the City in 1642. A few blocks away, the Chateau de Ramesay tells of the days of French dominion, while to-day as a museum it is full of historic treasure-trove.

The romantic background of Montreal is, in fact, revealed at every turn. Along Sherbrooke Street ancient round towers still stand intact. Tablets mark historic sites of three centuries, alongside evidences of modernity in imposing business and industrial structures; monster hotels, miles of brilliant shop fronts, and more miles of palatial residences and modest homes. Modern railway enterprise is shown in the three-and-a-half mile tunnel of the Canadian National System that pierces Mount Royal, 600 feet below its summit, affording still another door to the very heart of the Metropolis, for the alternative route from Ottawa and giving access to the Laurentians by the shortest route from Montreal.

### Access to the Eastern States

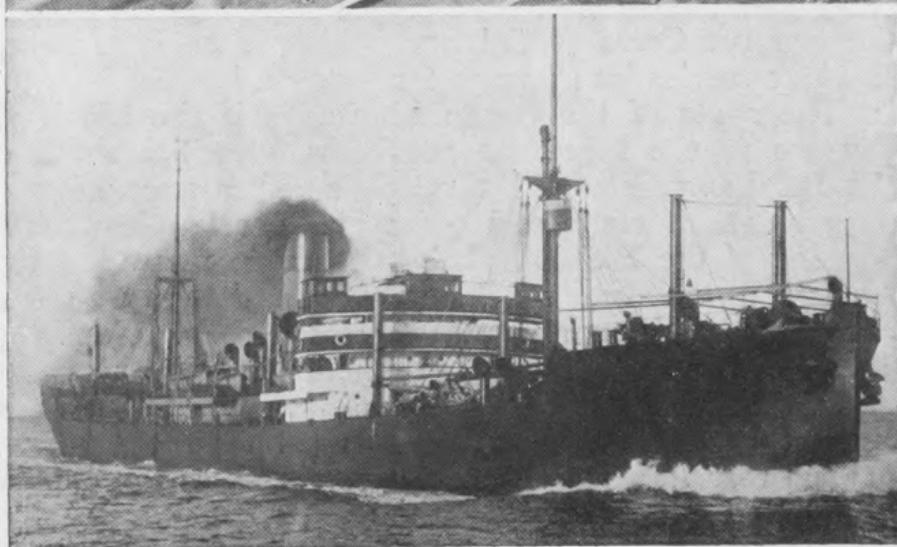
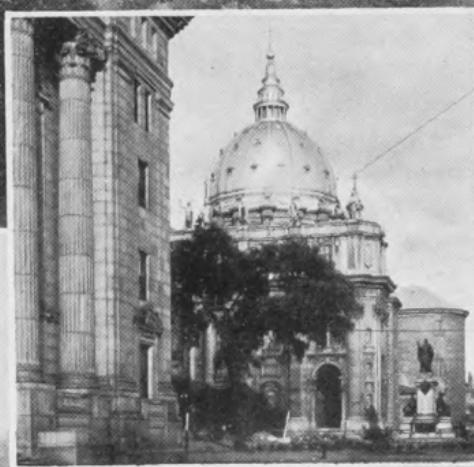
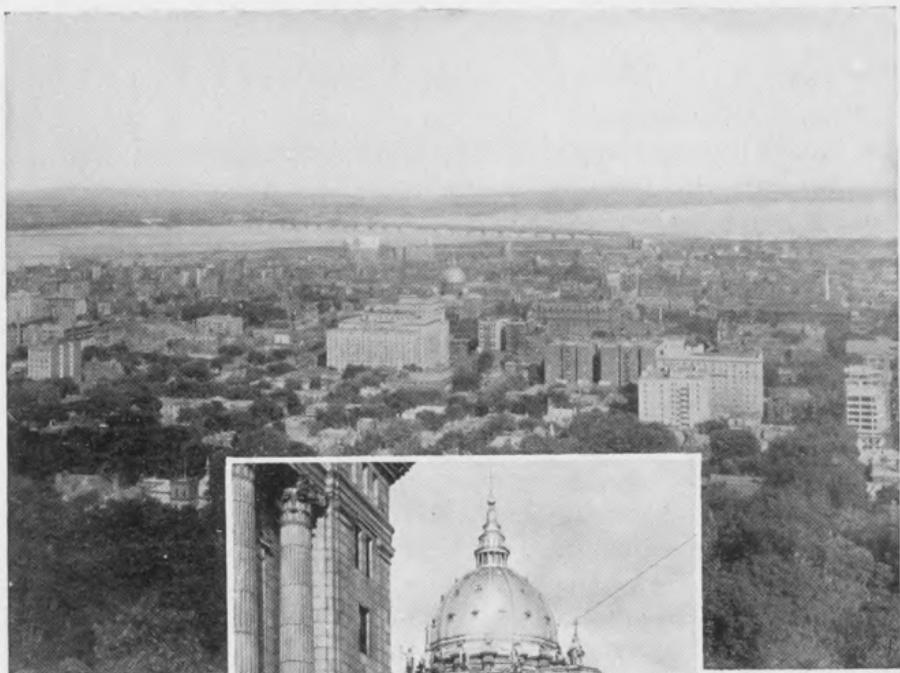
It must not be overlooked that Montreal is another great radiating metropolis with a gridiron of lines stretching in every one of the four compass directions. Especially does it afford access to the Atlantic seaboard of the continent, with notable trains, like "The Washingtonian," carrying an immense volume of passenger traffic to the United States capital via New York; or the route to New York by way of Springfield, Mass. The New England States are thus entered and passed through via the Central Vermont Railway and the vast area east of the Alleghanies made accessible in a day or night journey. The service on these trunk lines is of the highest standard, which accounts for the large volume of traffic using them.

### The Eastern Townships

Still another radiation of route offers itself in the run from the commercial metropolis through the Eastern Townships to Portland. This will involve the traverse of a wonderful garden of rural charm in the southwestern corner of big Quebec, as well as attractive sections of three States of the American Union—Vermont, New Hampshire and Maine.

A splendidly-ballasted double track connects Montreal on the Canadian National with St. Johns, Quebec, once the Fort St. Jean of the French in 1748; and later, during

# CANADIAN NATIONAL RAILWAYS



**Montreal**, the commercial metropolis of the Dominion of Canada and largest inland Ocean port in the world. St. James Basilica is modelled after St. Peter's Rome. The operations of the Canadian National Railways and the Canadian Government Merchant Marine are directed from Montreal.

## PACIFIC TO ATLANTIC

the turnmoil of the Revolutionary War, the centre of some stirring events, such as strife always brings in its train. Here one catches a passing glimpse of the Richelieu, surely one of the loveliest of Canadian rivers, with its banks lined with homes of comfort and taste, and farms stretching for back that are models of care and fertility. Across the River from St. Johns, (another lively industrial city), is the picturesque town of Iberville.

Richmond, with its large St. Francis College, introduces the wayfarer to another charming river in the St. Francis. More water power at Windsor Mills account for several huge pulp and paper plants, lumber mills and cheese and butter factories. Bromptonville, with large pulp and paper industries, adds mining to its background of prosperity; then comes Sherbrooke, a city beautiful for situation, at the confluence of the Magog and St. Francis Rivers—a miniature Montreal in its industrial output, sustaining a large population of workers.

So follows in quick succession Lennoxville, an ideal educational centre, and Coaticook, each an industrial and educational town set in a nature frame of exceptional beauty; indeed it would be difficult to journey over a stretch of country more beautiful in its setting and prospect.

### MONTREAL TO QUEBEC

One is reluctant to leave the great dual-race city by the St. Lawrence, realizing that all it has to offer has not been taken advantage of. It is one of the places that demand a return visit, and many of them. The next stretch of track will lead across the Victoria Jubilee bridge. It was a world achievement when originally built; it is still one of the great world bridges, resting on 24 spans and having a length of a mile and a quarter, affording an ineffaceable view of the city and its harbor, the foreground of the blue-hearted River and the background of imposing Mount Royal carrying on its crest the massive Cross of Calvary, which when illuminated at night carries its message for many a league.

The route of the Ocean Limited and the Maritime Express to the Maritime provinces, now lies south of the St. Lawrence, and through another succession of busy marts of trade and quiet roadside hamlets. The crossing of the Richelieu brings to temporary view this historic waterway for a Champlain and many another pathfinder of the past. Ste. Rosalie and St. Hyacinthe; Drummondville and Nicolet lead to the charming valley of the Nicolet. Evidences of French life are seen at every turn, and evidences too of the former days of the French regime in a seignorial estate such as the Joly de Lotbinière. Farther along the way, the Chaudiere and its five falls reminds one that Levis and Quebec are being neared. It was along the valley of the Chaudiere and the Kennebec that Benedict Arnold, away back in 1775,

# CANADIAN NATIONAL RAILWAYS



**Historic Quebec**—unique amongst the Cities of the World. Here are views of the Citadel, Dufferin Terrace, the Quebec Bridge and the Gates of the only walled City in America.

## PACIFIC TO ATLANTIC

negotiated his winter march on Quebec—one of the failures of history as was that of Montgomery a few decades later, and whose death is recalled in a memorial tablet attached to the steep cliff wall of Quebec.

At a turn of the track the mighty frame of the Quebec Bridge strikes the eye with tremendous force, for one is gazing upon the greatest achievement of its type known, one of the numerous giant undertakings carried out by a country with a relatively small population in its relation to square mile occupation.

### **Montreal to Quebec by the North Shore**

There was a day when travellers between the chief cities were confined to one route. If along a river, the choice was restricted to a north shore or south shore line, but now in many places both courses are available. This is the case from Montreal to Quebec, by the North Shore route, in addition to the South Shore one already mentioned. The former touches many interesting points. No sooner is Montreal left behind than the open country reveals a quiet prosperity in the farms of the Habitants, the miles of market gardens and the pleasing little villages—each a Spotless Town—along the way. River after river is crossed—such as the Maskinonge, the St. Maurice, the Batiscan, the Ste. Anne, ere Quebec is reached. Joliette, a lively hive of industry, is also a junction point of importance. From that centre the train speeds eastward to the twin industrial cities of Grand'Mère and Shawinigan Falls, so situated as to tap the mighty water power of the equally mighty St. Maurice River. These two model towns and their surrounding power and industrial plants form a revelation of the natural resources riches of Canada's oldest and largest province, in which development is under way on a colossal scale. Here high power transmission lines carry the current far afield, to Montreal and Quebec, to Three Rivers, and across the St. Lawrence at that point to southern Quebec.

Proceeding eastward, the rich brown waters of the Batiscan and the mills along its course spell more prosperity, made possible nature's lavish bounty. After a time the St. Lawrence comes into distant view and it always makes a striking background for a nature canvas; and later still the heights of Quebec city come within the line of vision in the citadel heights and the towers and spires and steep roofs of the ancient and yet ever new provincial capital.

### **Cochrane to Quebec**

The air line from Cochrane to Quebec, covering over half-a-thousand miles, makes for the St. Lawrence as directly as grades and rights-of-way will permit. Now

## CANADIAN NATIONAL RAILWAYS

we are heading due East. What fine audacity these railway builders had in penetrating what were almost unknown hinterlands of the provinces of Ontario and Quebec, thereby playing the part of pioneers and forming an advance guard for the stream of settlement that has ever since flowed in the same direction. The greatest settlement agency is a railway track!

An evidence of the remarkable strides in settlement, following railway construction, is the time-table of this section of the journey, with nearly a hundred stations between the two points. Everywhere towns are in the making, as the natural resources of the country are opened up, and the lover of the wilds finds his way into virgin territory for fishing, hunting and canoeing. As everywhere in this favoured land, river valleys succeed each other, each opening up vistas of rare beauty and agricultural possibilities of which many have already taken advantage. Near La Loutre, for example, north of the Quebec-Cochrane line, at the head of the St. Maurice River, is the famous Gouin reservoir, one of the largest reservoir dams in the world, with a wall of masonry 1720 feet long and 80 feet high.

The interprovincial Ontario-Quebec boundary runs between La Reine and Goodwin, where the Abitibi Lake may be tapped, and, later, the Abitibi River—one of the regal waterways of the northland—which also flows into James Bay.

Some of the numerous mining areas tapped by the Canadian National in the potentially rich copper-gold regions of North-Western Quebec, as part of the great pre-Cambrian shield that covers half of all Canada, are revealed at many points. Rouyn has already become a magic word, as has its Noranda mine reached from Taschereau station, where rich ore values have been blocked out and where a smelter is in process of erection. It is predicted by mining experts that the Rouyn district may become one of the richest mineral areas in the Dominion.

The upper waters of the Gatineau are crossed at the important divisional point of Parent. If the traveller wishes to play the part of a voyageur he may, when crossing the Bell River at Senneterre, secure a guide and explore the canoe route to James Bay.

La Tuque is the most important town between Winnipeg and Quebec. It is the site of a sulphite kraft pulp plant and is an important lumber centre. Beyond La Tuque the railway gradually approaches the St. Lawrence, passing en route through the beautiful Batiscan Valley and crossing the Cap Rouge viaduct.

At the end of this fascinating run, the ancient capital of Quebec is welcomed as yet another inviting halting place.

### Quebec: the Citadel City

The citadel city of Quebec lies dominantly and picturesquely on the northern banks of the St. Lawrence. Quebec! What a wealth of charm and allurement the word holds! It is not only the portal of the Canada of a half-continent, and the cradle of Canadian history, but a thriving modern provincial capital. Steeped in age and softened by time, the ancient city on a rock still works its spell in grey walls and grassy moats and venerable houses; in highways and narrow ways; in a regal highway like the Rue St. Louis, and a narrow one like Sous le Cap; one intersecting Upper Town, the other making a canyon in Lower Town. Dear, dreamy, dignified Quebec, telling of the romantic period of the French regime; of wars and sieges and marching men; of court gayeties in Palace and Parliament when peace reigned, and of a gradually emerging New Quebec, exhibited in fine thoroughfares; in a regal Legislative Building, in imposing places of business and centres of industry, and, along the newer water front, wharves and warehouses and elevators that denote an ever-growing commerce by land and sea.

As in Halifax, so in Quebec, a citadel crowns the highest point, affording from the King's Bastion a magnificent picture; comprising a surrounding city, the chimney pots of the Lower Town houses, a mile-wide River and distant shores and hills where they fade away into space. The scene by day is one long to be remembered; by night, never to be forgotten, when the myriad eyes of the homes on the Levis side of the St. Lawrence shine like stars, when the firefly lamps along little Champlain Street far below outline the narrowness of that historic way. It is a panorama like that of Edinburgh from Salisbury Crags, or Florence from the San Miniato Hill.

The visitor to Quebec who can exhaust its attractions in a week is to be congratulated on his alertness. For there is much to see—within and without its walls. There are the aged-toned walls of the Church of Notre Dame des Victoires, telling in marble and monument of successful deliverances in 1690 and 1711 from English attacks.

A homely little temple it is, squeezed in between warehouse and market place and trolley-invaded streets. You may, if you wish, locate a remnant of Bigot's Palace, now a part of a brewery, in a network of little lanes of humanity backing up against the black-walled cliff. High overhead, reached by the winding Mountain Street, rises the impressive bulk of Laval University, holding within its walls the massive sarcophagus of its distinguished founder. A stone's throw from it, the ancient Convent of the Ursulines carries on its academic and religious work, as for centuries past. It, too, safeguards the remains of the brave Montcalm, resting in a grave

# CANADIAN NATIONAL RAILWAYS



**Northern Quebec** has in the past few years witnessed an enormous industrial development, hydro-electric power, pulp and paper industries and gold mining.

## PACIFIC TO ATLANTIC

hollowed out by a shell that burst therein during the battle of the Plains of Abraham, while his skull reposes under a glass case. It is only a step to the stately monument to the joint memory of Wolfe and Montcalm, the only one it is said that commemorates both the victor and the vanquished.

But it were futile to make a guide-book list of the sights of Quebec. Be sure to take the air, not once but scores of times, over the 1500-foot-length of the incomparable Dufferin Terrace, and end by making obeisance to Champlain, the father of the city, who, three centuries ago, ordered the first house to be built in Lower Town. The suburban areas of Quebec are equal in interest to the city itself. For example, there are the Plains of Abraham, now a national park, there is Spencerwood—the home of the Lieutenant Governor, and Spencer Grange, another wooded estate, seen on the way to Sillery and Wolfe's Cove. A turn in the road brings into view a distant glimpse of the Quebec Bridge—one of the engineering marvels of the age and a triumph of construction, with a main span of 1800 feet that is the longest in the world of its type. And right in the centre of the city, a monument to Louis Hébert stands on the farm of this the first farmer in Canada!

Quebec, the grey old city on the hill,  
Lies with a golden glory on her head,  
Dreaming throughout this hour, so fair, so still,  
Of other days and all her mighty dead.

### Along the North Shore of the St. Lawrence and to the Saguenay

There is an embarrassment of riches in this old province of Lower Canada—this Brittany of Britain. No one would ever dream of bidding it good-bye without a run along the north shore route of the St. Lawrence. The road to Montmorency and Ste. Anne de Beaupré is rich in romance and history, as well as scenic charm. What a picture the Isle of Orleans makes on a summer day, as it almost fills the wide channel! The white colonial structure that catches the eye on the mainland is Kent House, once the summer residence of the Duke of Kent, overlooking the Falls of Montmorency, with its white-flecked plunge of 274 feet. And as for Ste. Anne de Beaupré, where a great Church is being built to replace the one recently destroyed by fire, here is the greatest pilgrimage centre on the continent, north of Mexico, to which half a million devotees annually make their way. The 87-mile railway that clings close to the river bank all the way to Murray Bay, around the jutting base of Cap Tourmente and the horseshoe curve of Baie St. Paul and St. Irénée, makes a delightful run, with one of the most attractive summer resorts of the country in Murray Bay and Cap à l'Aigle.

Or there is the alternative of a tour up to and through the Lake St. John country of Northern Quebec, with Chicoutimi and the Saguenay to add interest thereto. During this trip the traveller will look upon some of the great enterprises of modern times—the harnessing of the Saguenay waters for the creation of vast power plants, huge pulp and paper and other industries, and now a miracle under way of building a model city—Arvida—in connection with the gigantic aluminum industry. And in and between these mighty undertakings, thousands of thrifty French Canadians till the fertile soil and help to reap the rich resources of nature given by a beneficent Providence with lavish hand to this lucky country of Canada.

## Along the Lower St. Lawrence

Some great routes lessen in interest as the mileage is reduced, but not so the one we are experiencing from Vancouver to Halifax. Each province has its own type of scenery and setting, its own face of nature. This is strikingly true of Quebec and of the run through the real Habitant Land, as viewed along the route from Quebec city to the Maritime Provinces by way of the south shore of the lower St. Lawrence. The long ribbon-like farms that run back from the water front, the white-washed houses and big fat red barns, the hay wains and the toilers in the fields spell prosperity of the healthy normal type and of a philosophy of life that is well worth emulating.

Riviere du Loup bears every evidence of its importance as a commercial centre and an extensive divisional centre on the Canadian National System, while from here branch lines penetrate into southern Quebec and new Brunswick. The main line passes to Cacouna, with its mile-long strand of silver sand and Bic. Who is not familiar, at least with school book familiarity, with Bic and its Indian Massacre—L'Ile au Massacre? You may explore it, as the writer has done, by walking to the cavern entrance at low tide and entering the cave of gruesome memory where the Iroquois massacred nearly two hundred Micmacs, either by suffocating them with smoke or tomahawking those who tried to escape.

Then Rimouski, with its stately cathedral dominating the hilltop and facing the St. Lawrence, which here widens out into a mighty sweep of waters with Tadoussac on the other shore. Leagues of waters make a pathway to the Laurentians, resting their blue-veiled mass against the cloud-clear sky,—the oldest rock exposure in the world, declares the geologist, perhaps the first to emerge from the primeval waters, at least in this part of the hemisphere. On the coast is Father Point, so familiar to the ocean voyager.

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Ships of all tonnage move like chessmen, from the red-funnelled transatlantic liners to the little coastal craft steering their bows into the harbors along the river shore. A branch railway runs from Mount Joli to the popular summer resorts of Metis and Matane.

### The Maritime Provinces by the Sea

Once the borderland between Quebec and New Brunswick is passed, the real Canadian East is reached. It is a far cry from the Pacific main and the Cordillerean ranges that make a backbone for the continent in this sister Alpine province of the West. Nor is the interest of the journey in any wise lessening. No sooner has the last view of the St. Lawrence been enjoyed from the top of a grade than a smaller but no less beautiful river keeps company for mile after mile as the train heads almost due south-east in the great sweep of track leading to Halifax. The banks of the lovely Matapedia are hugged, until the meeting of the waters in Matapedia and Restigouche, where the lordly salmon revel in their cool waters. Settlements, mills and farms by the side of the right-of-way make changing scenes all along the route—the kind of changing scenes that make travel such a delight.

### Percé and Gaspé

A side-trip from Matapedia along the north shore of the Bay of Chaleur leads to Percé and Gaspé, with a fine background of rugged mountains and a foreground of the blue and green waters of Bay and Gulf. Every inlet and cove has its own setting and settlement.

At last the great curio of the ocean, Percé Rock, looms up like a stranded ocean liner of monster dimensions, minus funnels and spars and rigging. The famous Pierced Rock dominates the scene with its height of 300 feet, its length of 1500 feet and the arch or tunnel, 50 feet high, which pierces its southern end. Sheltering the rock mass on the north mainland is Mount Ste. Anne, almost as high, with the nearer mainland cliff of Mount Joli carrying on its summit a great cross as the symbol of Calvary, facing the sea and serving as a beacon as well for the Percé mariner.

From either summit, the prow-like edge of "Le Rocher Percé" defiantly faces the shore. Countless sea fowl have made their nests and homes on the narrow ledges or roofs of rock. Birds below one, birds above one, birds around one circle and shriek, especially when a storm is brewing. The Government has wisely set apart Percé Rock and the neighbouring Bonaventure Island as sanctuaries for these white-winged fowl of the air. Cruising closer to the big Rock, one discovers titanic Gothic arches, Norman recesses, Corinthian pillars and leaning towers apparently almost ready to fall.

# CANADIAN NATIONAL RAILWAYS



**The North Shore of New Brunswick**—The lumber industry is in evidence at all of the north shore ports as are also the sailing vessels. Perce Rock and the Gaspe Peninsula of the province of Quebec are always a magnet for the lovers of the curious in nature. The quaint habitant life among the fisher-folk also has its appeal. Restigouche and Matapedia spell salmon fishing amidst nature's most gracious surroundings.

## PACIFIC TO ATLANTIC

Along the shining beaches, the haunt of many an artist, the fisher-folk are busy gathering in their rich harvest of the deep, the thickly-covered fish tables and platforms carry their loads of drying cod, while happy children revel in the playful waves—when nature is not in too angry a mood. One need not travel to far-way Brittany or the Channel Islands to revel in scenic charm and picturesqueness.

### The Baie de Chaleur Country

But more remains to be seen in this corner of Canada. There is also the southern shore of the Baie de Chaleur region to be traversed. Of course Cartier had been there before, away back in 1534; indeed, what section of eastern New France did he not see and record? The "Bay of Heat" always reminded him of the warm days he experienced in this mighty arm of the sea. Before his day the Micmacs knew the Bay as "the place where waters are full of fish"—as they still are. What a natural playground the beautiful Bay affords, on land and water!

Again on the main line Campbellton proclaims its importance as an industrial and shipping centre, where huge chimneys are sending skyward their incense to labor and the hum of industrial is heard.

What a typical stream is the Nipisiguit River, flowing into the Bay at Bathurst. For seventy miles the main line on which we are now travelling skirts the Bay, affording alluring views of its shimmering waters. The best of sandy beaches abound, fishermen have their nets spread along shore, and back in the country, more farms and farmsteads proclaim this part of the Dominion, in the Silver East, as a land of fertility and fecundity.

### On to Moncton

Taking up the thread of our main line journey once again, other rich farming and fishing and lumbering districts are passed in succession. Rivers crowded with logs from bank to bank reveal the importance of the lumber and pulp and paper industry in New Brunswick. Huge mills raise their homely bulk at many points, and long freight trains, carrying away the finished products, tell their own tale of industrial prosperity. Bathurst, Newcastle and Chatham are other thriving centres, and not far from each are great stretches of virgin forests where wild life abounds. One of the largest spread of moose antlers in the world came from Northern New Brunswick, while its reputation for fresh water salmon is world wide. On every hand is a hunters' and fisherman's paradise.

Moncton reveals itself as an important railway centre on the Canadian National System, indicated in the bustling station and the large workshops and railway

# CANADIAN NATIONAL RAILWAYS



**Saint John and the Saint John River, New Brunswick.** The bottom picture is the Nashwaak, which flows into the Saint John at Fredericton, the provincial capital. The Saint John River is one of Canada's most beautiful waterways.

## PACIFIC TO ATLANTIC

yards and sidings. Here is evidently an important wholesale centre as well as a manufacturing one. The town provides a vantage point from which to watch the world-famous tidal phenomenon, in the bore or tidal wave that burrows thirty or forty miles inland twice a day along the tortuous channel of the Petitcodiac River. One needs to go to China to see a similar curiosity, but why go to China, when the inrushing and invincible waters of Fundy provide the great exhibition twice a day without fail down in Maritime land?

### Saint John

The commercial centre of New Brunswick is another Canadian city that will amply repay a visit. A fine old town it is, as viewed from Fort Howe hill, which dominates other eminences until the Seven Hills of Rome are recalled. The eye can pick out King's Square, the nerve centre of the city, set in the heart of its busy marts of trade; while, on the outer horizon, the forest of masts and funnels proclaim its importance as a Maritime port, with craft that sail to and beyond the Seven Seas. Towering elevators and big warehouses bespeak an extended foreign trade and, farther afield, one of the largest dry docks in the world will accommodate the biggest vessels that float.

Here may be seen another remarkable tidal phenomenon in the reversing falls on the Saint John River where, under the cantilever bridge, seventy feet above high water, one may watch the never-decided battle between the tide of the Fundy and the 400-mile current of the great River. Then occurs the strange sight of the river flood falling for several feet, at one turn of the tide, into the Bay, and twelve hours later the tidal flood forcing its imperious strength against the river flow, making a fall inland.

### Fredericton, the Provincial Capital

Saint John is an ideal starting point for many another interesting spot. Fredericton, the quaint old provincial capital, should not be overlooked, with its picturesque water front, its exquisite Gothic Cathedral set in a forest of towering elms, the substantial Parliament Buildings hard by, and well-kept park. The five main streets, running parallel with the Saint John River, were laid out in 1785 and named as King, Queen, Brunswick, George and Charlotte in honor of the then reigning royal family. The University of New Brunswick, along with other schools, makes the capital an outstanding educational centre.

New Brunswick is intersected with branch lines of the Canadian National System that penetrate its main sections. One serves the charming Saint John Valley,

## CANADIAN NATIONAL RAILWAYS

on the run from that city to Fredericton and on to Woodstock and Centerville, following the course of the River,—the Hudson of Canada.

Another avenue of travel is afforded by the line that connects Fredericton with Quebec by way of the McGivney Junction and Edmundston, tapping a region rich in natural resources. Still a third line connects the provincial capital with the northern route of the Canadian National at Newcastle, again traversing an area of country possessing great potential wealth in timber and pulpwood forests.

After covering all these rail routes one realizes anew the importance of New Brunswick as a contributing agency to the wealth of Canada as a whole. The United Empire Loyalists of a century or more ago chose wisely when they selected this province-to-be as their new home under the British Flag.

### Across New Brunswick

The happy traveller in and through New Brunswick will soon be assured that it is a land of rivers and ocean shores, a land of scenic beauty and rich natural resources, where nature rewards her sons with generous return for toil, and where a sturdy people form an important part in the great Canadian family. Rivers come into view, carrying the tidal flood along their red banks in nature's diurnal irrigation, while all over the flat expanse the harvests are added to the wealth of the province. Wealth, indeed, is demonstrated on every hand, in rich agricultural valleys and comfortable looking farmsteads.

Its very name is one with which to conjure in the realm of romance and history, in the successive rule of redman and white, and in the important part it has played in the foundation building and development of Canada. No story of the Dominion is complete that does not include the chapter contributed by this sea-bound territory from the call, in 1534, of the hardy old voyageur of St. Malo—Jacques Cartier, to the inflow in 1783 and thereafter of thirty thousand United Empire Loyalists from the New England States as an aftermath of the Revolutionary War and to all others who have settled there since.

Sackville invites the stranger to call, with its church spires peering above the tall oaks and elms, and its fine educational buildings in Mount Allison University and kindred institutions. Pictures of peaceful contentment are these Canadian towns, succeeding each other like beads in a chain all across the land. What musical place names are found in these Maritime Provinces, thanks to the redman's original choice. In many parts of the provinces swell descendants of the Acadians, who are so widely scattered throughout Eastern Canada.

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### Prince Edward Island

Before proceeding further, a trip to Prince Edward Island from Sackville, by way of Cape Tormentine and a powerful car ferry, should be included in any itinerary. "The Island" is the only name the Islanders need to locate their Eldorado. While it is Canada's smallest province, it is in some respects the most individual, lying broadside to the sea, and stretching out its long arm as if to protect the mainland from the surges that sometimes roll through the Straits of Northumberland.

What a realm of natural charm this garden province is; what superb pastoral pictures are framed between the rich red of the soil and the richer green of the fields. From many a hill top a matchless panorama is unfolded of the environing ocean and the glistening beaches, and the picturesque little villages nestling in the heart of the valleys. And this little bit of Canada was another discovery of that inveterate explorer, Jacques Cartier, who named it Isle de St. Jean. With British control came a change of name to its present one, in honor of the Duke of Kent. To-day it is truly a garden spot and a magnet for the pleasure seeker who is lucky enough to discover it for himself. The Island is moreover Fox-Land, with half-a-thousand fox farms which make a material addition to its productive wealth.

Charlottetown, the provincial capital, fits into its frame. The old Stone Parliament Buildings housed the first Conference, in 1864, that preceded Confederation in 1867. Its wide and tree-lined streets and water-side drives and parks add to the charm of a most charming city. The "Port la Joie" of the French, as one of a series of fortified posts, bears in its newer name a reminder of British nomenclature, while the Legislative Assembly, meeting in the historic Chamber, demonstrates the self-governing prerogative of the Dominion.

The Canadian National service will run the tourist-traveller up to another attractive city, in Summerside, as a gateway to the interesting northern end of the Island to where Cape Traverse penetrates the Gulf. There are popular beaches—and there are none finer—along the ocean border, with bathing facilities that are unsurpassed. He who leaves the Island gem behind without a pang of regret or a pledge to return is surely lacking in sentiment and appreciation.

### Down in Nova Scotia

Returning to the main line of the Canadian National, its two famous express trains are at one's service, each representing the latest in service and equipment. The southward run to the Nova Scotian border and beyond is like all the other runs in the Maritimes—full of variety and interest. Near the thriving city of Amherst, old

# CANADIAN NATIONAL RAILWAYS



**Prince Edward Island**—The lobster fisheries of this million acre farm and deep sea fishing in general are an assured source of wealth as is the newer industry of the black fox farms. The Island has long been in favour as a place for summer sojourn. Charlottetown is the provincial capital.

## PACIFIC TO ATLANTIC

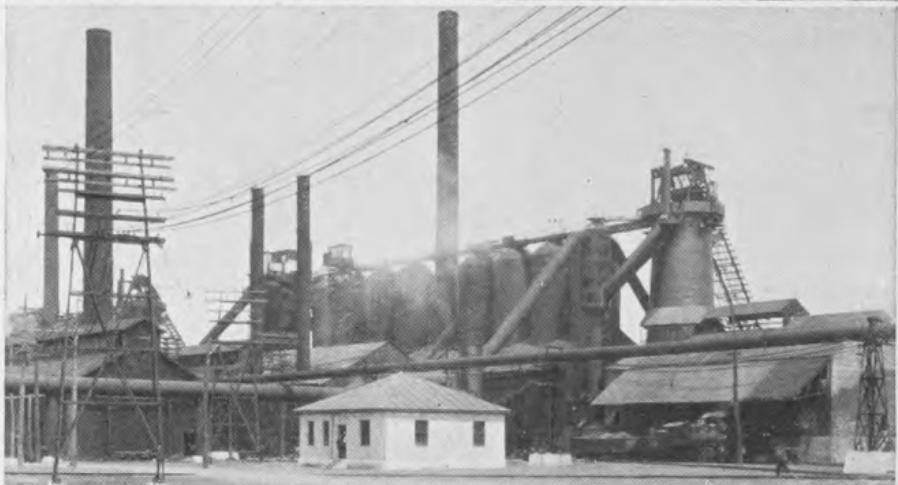
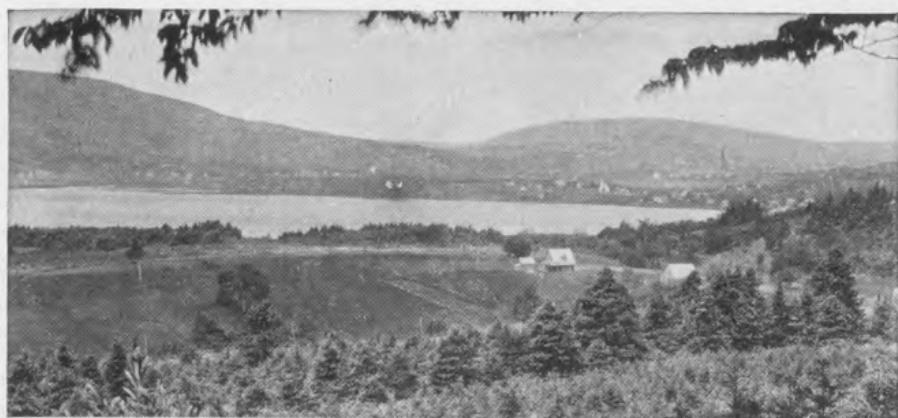
earthworks mark Fort Beausejour, one of the many strongholds captured by the English and now known as Fort Cumberland and one of the series of Canadian historic sites placed under the care of the Canadian National Parks branch of the Department of the Interior. Picturesque valleys follow, in charming Wentworth and its background of the mist-veiled Cobequid Mountains, from the lofty summit of which a magnificent view compasses the Bay of Fundy on the west, the Gulf of St. Lawrence on the east, and parts of the trio of provinces that make up the Maritimes; in Folleigh too, with its bordering lakes of mirroring calm. All sorts of interesting places may be seen in radiating directions—the tidal streams that penetrate far inland, the dykes of the Acadians “raised with labor incessant” in the days of French rule, the ebb and flow of one of the highest tides in the world, in Fundy’s Bay, the Tantramar marshes, that have yielded their double crops of hay for centuries.

### Cape Breton

Eastward from Truro—one of Nova Scotia’s most attractive towns—the nub end of Canada, picturesque Cape Breton is reached by an express service. Cape Breton was once a province in its own right; now it is a part of Nova Scotia. It is practically an island, made so by the Strait of Canso, and an island almost cut in two by the Bras d’Or Lakes. The all-day trip to Sydney will provide an ever-changing scene—along the sinuous course of the rippling Salmon River, and so, by way of Stellarton, to Pictou and Pictou Lodge, four miles away situated on the Shore of Northumberland Strait, at Bay View, where the Canadian National System has erected a model bungalow village which has all the romantic charm and healthfulness of a woodland camp. The route continues through New Glasgow and its mining areas, on to Antigonish and the lovely Piedmont Valley to the Canso Strait, where a powerful car ferry carries train and all to this bit of Scotland in the New World.

What a realm of charm the island end of Nova Scotia shows as the train makes its way along the winding shores of the Bras d’Or Lakes little and large for many a league, so called by the French on account of the golden sheen which often marks their surface under a summer sky. For fifty miles the course lies along this famous inland waterway. Easy to reach by this route, is popular Whycocogamah, a gem of a village hugging the shores of the lake. Grand Narrows is crossed on a seven-span bridge, beyond which lie new scenes of incomparable charm all the way to Baddeck, famous as the home of the late Alexander Graham Bell and other celebrities, past Iona and Boularderie Island until Sydney is entered. There are three Sydneys—Sydney, North Sydney and Sydney Mines—in one, holding a population

# CANADIAN NATIONAL RAILWAYS



**Cape Breton** — The Bras d'Or Lakes — Old Fort Louisburg, where the French and the English fought for the domination of half a continent—the sea faring life—the big coal and steel industries—the picturesque valley of the Margaree and the rock bound coast are but few of the interesting features of this portion of Nova Scotia.

## PACIFIC TO ATLANTIC

of many thousands. Here John Cabot explored the spacious harbor even before Columbus discovered other parts of the continent. The extensive plants of the British Empire Steel Corporation and the deep sea coal mines nearby make the Sydneys the Pittsburg of Canada and a most important industrial centre. Fourteen miles away is Glace Bay, another coal mining centre, and a few miles further on, the historic old city of Louisbourg, whose ruined fortress speaks eloquently of the stirring days of old when England and France battled for seven years for the rich prize of half-a-continent.

### The Final Leg of the Journey

One soon discovers that Nova Scotia is one of Canada's most attractive holiday haunts; a magnet of the Maritimes that increasingly draws the traveller and tourist to its hospitable shores.

It is an ideal vacation land, as thousands have discovered, and rediscovered; a realm where nature reveals manifold charms; and where, under summer skies, one may spend many a happy hour and day in exploring its shores and valleys and visiting its historic sites.

Nova Scotia is moreover a sea-bordered land, with an ever-changing marine panorama of curving beaches, bold headlands receiving the spray of the Atlantic, picturesque villages where farmer-fishermen live and thrive, and mighty tides whose ebb and flow are as eternal as the ages.

It is Apple Land, with league upon league of blossoms in the blossom-time, and of the rosy ripened fruit in the ingathering period. Valleys succeed valleys, each rivaling its neighbour in natural beauty, and who shall decide as between an Annapolis, a Cornwallis, a Gaspereau or a Musquodoboit? Rustic hamlets give life to the countryside, where each home is a friendly house-by-the-side-of-the-road, with latch-strings ever on the outside. Rural landscapes reminiscent of old England stretch to the sea or the hills, with flocks and herds and fields of grain betokening a quiet prosperity in a land of peace and plenty.

It is this combination of land and sea that makes Nova Scotia such a popular mecca. It is a combination that spells infinite variety in picture and scene, luring one on and on; ascending hill grades for farther views; exploring quaint little hamlets snuggling in quaint little coves, or calling at the bright and clean towns from Yarmouth to Sydney, or from Halifax to Amherst.

Then, too, there is ever and everywhere the glamour that a romantic background casts over a country. Nova Scotia is steeped in history, covering every period: of the original Canadian, in the Red Indian; of the French possessors of the land for a couple of centuries; and of a later day, when Canada became British. Survivors of the Micmac and other Indian tribes are still found in

# CANADIAN NATIONAL RAILWAYS



**Nova Scotia**—Halifax is the capital of the Province. Halifax harbour ranks third in the world for size and safety. The Citadel and its clock tower are landmarks of renown. The Canadian National line from Halifax along the south shore to Yarmouth serves many interesting summer resorts amongst which Chester is perhaps the best known. The fisher-folk are a real part of this portion of Canada as have been their forebears for generations.

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little isolated communities or on reserves; while descendants of the Acadian French form the population of many a village.

Such is this rare old Province, with its interesting racial background, its rich resources on land and sea, its never exhausted harvest of the sea, from tuna to trout and swordfish to salmon, its abundant wild life in big game, its fertile soil and comfortable homes, and its myriad attractions for the visitor. No wonder Nova Scotia is a mecca for thousands of pleasure seekers and lovers of the beautiful in nature.

### **Halifax: the Citadel City of the East**

Halifax at last! The end of a 4000-mile spin across the North American Continent; the companion ocean portal to her sister, Vancouver.

It is a city of charm and character; of distinction and individuality; with a colorful historic background reaching back to the stirring days when it was founded by Lord Cornwallis as a great British naval and military stronghold on the North Atlantic seaboard. Such it has always been, and such it is to-day; though under necessarily different conditions.

But it is more than this. With an open-all-the-year port, the waterfront and the wharves present a marine picture of fascinating interest, from the little schooners that ply their leisurely way up and down the sea-indented coast, to the stately ocean liners, making a ferry between Old World and New. This is fitting in a city where Samuel Cunard inaugurated the first steam transatlantic service, away back in the 'forties.

He who seeks the hospitality of Halifax will be well rewarded, for there is much to see. From the summit of Citadel Hill, a superb canvas of land and sea is unfolded. To the south stretches one of the world's great deep-water harbors—Outer and Inner—with two strongly-fortified islands guarding the entrance. In the yonder distance the pretty town of Dartmouth covers the sloping bank; in another direction a forested area forms Point Pleasant Park, bordering the ocean; while, in closer range, the Public Gardens—the legitimate pride of the city—reminiscent of Kew, make a beauty spot in the heart of the old town.

Also within the city, fine old structures, such as the Province Building and Government House, maintain their original dignity in the midst of more modern architectural styles. They remind the passer-by that Nova Scotia was the first Canadian province to set up a local legislature under the British system of self-government; indeed, Nova Scotia, and its provincial capital of Halifax, is a province, and a city, of First Things.

A further exploration of this old and yet ever new Canadian centre will bring further pleasure, such as a glimpse, on a summer day, of the Northwest Arm, the

## CANADIAN NATIONAL RAILWAYS

fjord-like spread of blue waters which makes an ideal course for every type of pleasure craft that carries a keel, and where muscle and brain are tested in closely contested regattas. Happy is a city that has such an ideal water playground at its backdoor!

Halifax casts such a spell over the stranger within its gates that he is reluctant to leave. He will gain a further impression of its commercial and marine importance in the huge terminals under construction, in docks and warehouses, capable, when completed, of handling the steadily-increasing tonnage of the port. Here is the railway station where "The Ocean Limited" and "The Maritime Express" end their long runs.

But there is still another travel suggestion that is due the tourist-explorer of the wonders of Canada—the south shore run from Halifax to Yarmouth, taking up the waking hours of a day and in a sense providing the best for the last by way of a dessert. All the way the billowy Atlantic is in sight—at St. Margaret's Bay; at lovely Chester, long since discovered as an ideal summer resort; at Lunenburg and Mahone Bay, Liverpool and Bridgewater, Medway and Lockeport and so on to Yarmouth, the most charming of maritime towns, with its hedge-bordered streets and picturesque wharves, at one of which an ocean-going craft will carry the passenger on to Boston and the New England States and so to Uncle Sam's country if he so desires.

### Finale

It is a far cry from Vancouver, and when revelling in the beauty of Halifax and sampling its unmeasured hospitality, the continental traveller may well recall the chain of cities it has been his good fortune to see on his eastern way. Halifax or Yarmouth make an ideal end-of-a-trip, but even here it is with reluctance that it is an end. One would fain wish greedily for more, like unto what has been revealed in every province; one may indeed, resolve to repeat the experience of a lifetime by crossing-the-continent back again to the starting point of Vancouver.

In conclusion, the voice of two Canadian poets may be heard to advantage: one, a verse from Charles G. D. Roberts' "Ode for the Canadian Confederacy":—

Awake, my country, the hour of dreams is done!  
Doubt not, nor dread the greatness of thy fate.  
Tho' faint souls fear the keen, confronting sun,  
And fain would bid the morn of splendor wait;  
Tho' dreamers, rapt in starry visions, cry,  
"Lo, yon thy future, yon thy faith, thy fame!"  
And stretch vain hands to stars, thy fame is nigh,  
Here in Canadian hearth, and home, and name:—  
    This name which yet shall grow  
    Till all the nations know  
Us for a patriot people, heart and hand,  
Loyal to our native earth,—our own Canadian land!

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and the other, a stirring stanza from the pen of Helena Coleman in "Marching Men":—

Country of mine, that gave me birth,  
Land of the maple and the pine;  
What richer gift has this round earth  
Than these fruitful fields of thine?  
Like sheets of gold thy harvests run,  
Glowing beneath the August sun;  
Thy white peaks soar,  
Thy cataracts roar,  
Thy forests stretch from shore to shore;  
Untamed thy northern prairies lie,  
Under an open, boundless sky;  
Yet one thing more our hearts implore,  
That greatness may not pass thee by!

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## USEFUL INFORMATION

### BAGGAGE

Baggage consists of wearing apparel, toilet articles and similar effects for actual use and necessary and appropriate for the wear, use, comfort and convenience of the passenger for the purposes of the journey, and not intended for other persons or for sale and must be inclosed in proper receptacles such as trunks, valises, etc. A single piece of baggage weighing over 250 pounds will not be checked. Each piece of baggage should be plainly marked with owner's name and address, or initials, on the outside, and at time of checking note should be made of check numbers as a means of identification should check be lost.

Trans-Pacific Steamers—First and second class, 350 pounds; servants 250; third-class and steerage 175. Proportionate allowance for children. Excess will be charged at rate of 3 cents per pound. "Cabin" or "wanted" baggage should not exceed 17 inches in height, 21 inches in width and 3 feet in length.

Canadian National Railways—On presentation of valid transportation, 350 pounds of baggage, not exceeding \$100.00 in value will be checked without charge for each Trans-Pacific passenger (adult) and 175 pounds, not exceeding \$50.00 in value for each child travelling on half ticket. Baggage exceeding these weights or values will be charged for at current rates.

TRANS-ATLANTIC STEAMERS—First-class, second class or cabin, 20 cubic feet; third class 15 cubic feet. Excess \$0.60 per cubic foot.

Storage—Baggage of Trans-Pacific passengers stored free at any Canadian National Railways' station.

# CANADIAN NATIONAL RAILWAYS

**Hand Baggage**—Passengers are only entitled to take into the cars with them a reasonable quantity of hand baggage of absolute necessity for immediate requirement on the trip.

## CUSTOMS

Canadian and United States Customs officers will meet ships on arrival at Vancouver and examine baggage or bond it to interior destination of passenger if such destination is a bond port.

Baggage checked through Canada, from one United States point to another United States point, or from a station in Canada to another point in Canada, via the United States, is not subject to examination by Customs Officials.

**SLEEPING CAR RESERVATIONS BY CABLE OR WIRELESS**—Cable or wireless messages requesting car reservations, should be sent to General Passenger Agent, Canadian National Railways at Vancouver, B. C.

## BOOKINGS

Complete arrangements for through bookings in connection with any Pacific or Atlantic Steamship Line may be made with any Canadian National Railways representative and benefit of lowest rates secured.

**SLEEPING CAR RESERVATIONS** for rail journey in Canada arranged upon request.

## PASSPORTS

Passengers leaving the Orient must have passports with Consular Vise, as follows according to destination.

**CANADA.** Passengers other than British Subjects should secure vise of British Consul.

**UNITED STATES.** Passengers other than United States citizens must have vise of U. S. Consul.

**EUROPE.** Passengers for Europe must have passports of their respective countries and the vise of the countries they pass through.

Passengers should obtain vises from nearest Consul.

## CHINESE SERVANTS

Immigration regulations must be complied with when Chinese Servants enter Canada. Canadian National representatives render every assistance in arranging details.

## CHILDREN'S FARES ON RAILWAYS IN CANADA AND U. S. A.

Children 5 years and under 12 travel half fare rates. Under 5 years free.

## **PACIFIC TO ATLANTIC**

### **MISSIONARY FARES**

Reduced rates in effect. Missionaries destined to U.S.A. points may travel part way through Canada via Canadian National Railways without additional charge.

### **STOPOVERS**

Full particulars regarding stopovers en route can be secured from nearest C.N.R. representative.

### **FAST FREIGHT SERVICE**

The Canadian National Railways with its 22,000 miles of line ample siding facilities, modern freight sheds and strategically located terminals, is the main artery of trade and transportation between the busy sections of Canada and the United States. It serves the great centres of production and distribution; also the large consuming markets of North America and is particularly well situated for the handling of export and import traffic. It is adequately equipped with the latest designs of rolling stock.

Through fast freight service is operated East and Westbound to and from the Pacific Coast with specialized handling of perishable shipments, particularly to and from Winnipeg, Montreal, New York, Toronto and Chicago.

Less Carload Traffic, i.e. small shipments, are loaded in through cars daily between principal points providing the utmost in prompt despatch thus eliminating transfers en route and unnecessary handling.

Carload, as well as small shipments, can be forwarded via Canadian Government Merchant Marine, Blue Funnel, Admiral Nippon Yusen Kaisha, and Osaka Shosen Kaisha Lines on through bills of lading to points in Canada and the United States.

# CANADIAN NATIONAL RAILWAYS

## INFORMATION FROM STEAMSHIP AND TRAVEL AGENCIES

Full particulars regarding Canadian National Railways accommodation, schedules and fares may be obtained from any of the following steamship and travel agencies:—

### American Mail Line

Hong Kong.....	4 Des Voeux Road.
Manila.....	24 Calle David.
Shanghai.....	3 Canton Road
Kobe.....	7A Kaigan Dori.
Yokohama.....	50 Yamashita Cho.
Singapore.....	Hong Kong Bank Chambers.
Dairen.....	33 Yamagata Road.
Vladivostock.....	21 Aleutskaya.

### Blue Funnel Line

Yokohama.....	Butterfield & Swire.
Kobe.....	" "
Shanghai.....	" "
Hong Kong.....	" "
Singapore.....	Mansfield & Co.
Manila.....	Smith, Bell & Co.

### Nippon Yusen Kaisha

Tokyo.....	Head Office, N. Y. K.
Kobe.....	No 1-2 Itchome, Kaigan-dori.
Yokohama.....	14 Sanchome.
Nagasaki.....	No 3 Umegasaki-cho.
Shanghai.....	3 North Yantsze Road.
Hong Kong.....	King's Building, No. 8 Connaught Road.
Manila.....	Warner Barnes & Co.

### Osaka Shosen Kaisha

Tokyo.....	Minamikayaba Cho.
Yokohama.....	57 Yamashia Cho.
Kobe.....	9 Kaigan Dori.
Moji.....	2 Menalo Machi.
Nagasaki.....	Semba Machi.
Osaka.....	Head Office O. S. K.

### American Express Company

Yokohama.....	P. O. Box 407.
Shanghai.....	14 Kuikian Road.
Tientsin.....	173 Victoria Road.
Peking.....	Wagon Lits Hotel.
Hong Kong.....	4A des Voeux Road Central.
Manila.....	11 Plaza Moraga.

### Thos. Cook & Son

Shanghai.....	15 The Bund.
Tientsin.....	63 Victoria Road.
Peking.....	Grand Hotel de Peking.
Hong Kong.....	12 Pedder St.
Singapore.....	6 Battery Road.

### Japan Tourist Bureau

Tokyo.....	Head Office, Tokyo Station.
Yokohama.....	Sakuragi-cho Station.
Kobe.....	2 Itchome, Kaigan-dori.
Nagasaki.....	4 Oura.
Fusan.....	Fusan Station.
Seoul.....	Chosen Hotel.
Mukden.....	Yamato Hotel.
Dairen.....	South Manchuria Railway Building.
Java Official Tourist Bureau, Welteverden, Java.	
Enizom Travel Bureau, Welteverden, Java.	

# PACIFIC TO ATLANTIC

## OFFICERS OF THE TRAFFIC DEPARTMENT

A. T. WELDON.....	Vice-President.....	Montreal, Que.
H. H. MELANSON.....	General Passenger Traffic Mgr.....	Montreal, Que.
C. W. JOHNSTON.....	Passenger Traffic Manager.....	Montreal, Que.
R. CREELMAN.....	Passenger Traffic Manager.....	Winnipeg, Man.
M. F. TOMPKINS.....	Traffic Manager.....	Moncton, N.B.
C. K. HOWARD.....	General Tourist Agent.....	Montreal, Que.
A. A. GARDINER.....	General Passenger Agent (Steamship).....	Montreal, Que.
F. W. ROBERTSON.....	General Passenger Agent.....	Moncton, N.B.
E. C. ELLIOTT.....	General Passenger Agent.....	Montreal, Que.
H. C. BOURLIER.....	General Passenger Agent.....	Toronto, Ont.
A. B. CHOWN.....	General Passenger Agent.....	Chicago, Ill., U.S.
OSBORNE SCOTT.....	General Passenger Agent.....	Winnipeg, Man.
G. A. McNICHOLL.....	General Passenger Agent.....	Vancouver, B.C.

D. O. WOOD.....	General Freight Traffic Manager.....	Montreal, Que.
N. W. HAWKES.....	Freight Traffic Manager.....	Montreal, Que.
L. MacDONALD.....	Freight Traffic Manager.....	Montreal, Que.
R. L. BURNAP.....	Freight Traffic Manager.....	Chicago, Ill., U.S.
W. G. MANDERS.....	Freight Traffic Manager.....	Winnipeg, Man.
R. W. LONG.....	Asst. Freight Traffic Manager.....	Toronto, Ont.
R. J. FOREMAN.....	General Foreign Freight Agent.....	Montreal, Que.
W. C. MUIR.....	Gen. Mgr., Can. National Express.....	Montreal, Que.

WM. PHILLIPS..... Manager Industrial Dept..... Montreal, Que

## PASSENGER AGENCIES

### Canada and United States

Boston, Mass.....	H. F. Tilley, 201 Province Bldg., 333 Washington St.
Belleville, Ont.....	H. C. Thompson..... 243 Front St.
Brantford, Ont.....	J. T. O'Neil..... 153 Colborne St.
Brockville, Ont.....	M. C. Dunn..... 10 Courthouse Ave.
Buffalo, N.Y.....	H. M. Morgan..... 11 South Division Street.
Calgary, Alta.....	J. H. Norton..... 218 Eighth Avenue West.
Charlottetown, P.E.I.....	P. W. Clarkin..... C.N. Rys. Station.
Chicago, Ill.....	C. G. Orttenerburger..... 108 West Adams Street.
Cincinnati, Ohio.....	F. H. Bremer..... 406-7 Traction Bldg., 432 Walnut St.
Cleveland, Ohio.....	H. G. Pentland, Union Trust Bldg., 925 Euclid Ave.
Detroit, Mich.....	H. L. McCaughey..... 1259 Griswold Street.
Duluth, Minn.....	L. F. Lorentz..... 3044 West Grand Blvd.
Edmonton, Alta.....	C. A. Skog..... 430 West Superior Street.
Grand Rapids, Mich.....	J. S. Peck..... Cor. Jasper and 100th Street.
Guelph, Ont.....	C. A. Justin..... 151 Ottawa Avenue.
Halifax, N.S.....	G. E. Walker..... 11 and 13 Wyndham Street.
Hamilton, Ont.....	J. J. Leydon..... 107 Hollis Street.
Kansas City, Mo.....	Jas. Anderson..... 7 James Street North.
Kingston, Ont.....	L. E. Ayer, 334-335 Ry. Exch. Bldg., 706 Grand Ave.
London, Ont.....	J. P. Hanley..... Cor. Johnston and Ontario Sts.
Los Angeles, Cal.....	R. E. Ruse..... 406 Richmond, Cor. Dundas St.
Minneapolis, Minn.....	H. R. Bullen..... 607 South Grand Ave.
Montreal, Que.....	G. A. North..... 518 Second Avenue South.
New York, N.Y.....	M. O. Dafoe..... 230 St. James Street.
North Bay, Ont.....	F. A. Young..... 505 Fifth Ave.
Ottawa, Ont.....	C. E. Jenney..... 505 Fifth Ave.
Peterboro, Ont.....	C. W. Murphy..... 81 Main Street.
Philadelphia, Pa.....	P. M. Butler..... Cor. Sparks and Metcalfe Streets.
Pittsburgh, Pa.....	J. B. Doran..... 324 George Street.
Portland, Me.....	G. L. Bryson, Franklin Trust Bldg., 1500-1506 Chestnut Street.
Portland, Ore.....	W. J. Burr..... 505 Park Building, 355 Fifth Ave.
Prince Rupert, B.C.....	G. A. Harrison..... G.T. Railway Station.
Quebec, Que.....	A. B. Holtorp..... 122 Third St., Cor. Washington St.
Regina, Sask.....	R. F. McNaughton..... 528 Third Ave.
San Francisco, Cal.....	J. E. LeBlanc..... Cor. Ste. Anne and Dufort Streets.
Saskatoon, Sask.....	J. J. Aubin..... 231 St. Joseph St., St. Roch.
Seattle, Wash.....	S. M. Greene..... 1874 Scarth Street.
Sherbrooke, Que.....	W. J. Gilkerson..... 689 Market Street.
St. Catharines, Ont.....	A. F. Lenon..... 103 Second Avenue South.
Saint John, N.B.....	J. F. McGuire..... 1329 Fourth Avenue.
St. John's, Nfld.....	A. M. Stevens..... 23 Wellington St. North.
St. Louis, Mo.....	C. J. Harris..... 106 St. Paul Street.
St. Paul, Minn.....	L. C. Lynds..... 49 King Street.
Sudbury, Ont.....	R. H. Webster, Bd. of Trade Bldg., 155 Water St. E.
Toronto, Ont.....	W. H. Burke..... 314 North Broadway.
Vancouver, B.C.....	A. H. Davis..... 83 East Fifth Street.
Victoria, B.C.....	A. G. Bell..... 26 Elm St.
Windsor, Ont.....	R. E. Richmond..... Cor. King and Yonge Streets.
Winnipeg, Man.....	W. G. Connolly..... 527 Granville Street.
Woodstock, Ont.....	C. F. Earle..... 911 Government Street.
	B. A. Rose..... 24-26 Sandwich St. East.
	F. J. Creighton..... Cor. Main St. and Portage Ave.
	N. A. B. Smith..... 502 Dundas Street.

# CANADIAN NATIONAL RAILWAYS

## PASSENGER AGENCIES

### EUROPE

C. J. Smith, Vice-President.  
P. A. Clews, European Traffic Manager,  
17-19 Cockspur St., London, S.W.1., Eng.

Antwerp, Belgium.....	Wm. Taylor, Special Agent, c/o Agence Maritime. DeKeyser, Thornton, S.A., ..... 2 Quai Ortelius.
Belfast, Ireland.....	{ Rigby's Ltd., Passenger Agents. .... 74 High Street. Stephens & Walkington, Freight Agents, 8 Victoria St.
Cardiff, Wales.....	F. J. Arrowsmith, District Traffic Agent, 82 Queen St.
Genoa, Italy.....	E. G. Laing, Special Agent .. Via Alla Nunziata, 17.
Glasgow, Scotland.....	J. M. Walker, District Traffic Agent ... 75 Union St.
Hamburg, Germany.....	Adolf Blum & Popper ..... 17 Monckebergstrasse.
Havre, France.....	Hernu Peron & Co. .... 53 Quai George V.
Liverpool, Eng.....	H. V. Caldwell, District Passr. Agent, 19 James St.
London, S.W.1, Eng.....	E. L. Roper, District Freight Agent ... 19 James St.
London, E.C., Eng.....	G. E. Cowie, Gen. Fgt. Agt., United Kingdom Traffic.
Manchester, Eng.....	J. P. McClelland, Passenger Agent ..
Newcastle-on-Tyne, Eng.....	E. A. Novis, Actg. City Agent .... 44 Leadenhall St.
Paris, France.....	R. J. McEwen, Dist. Traffic Agt., 40 Brazennose St.
Southampton, Eng.....	Messrs. H. Burt & Co., Pass. Agts., 14 Shakespeare St.
	Canadian National Rys. (France), A. L. Regamey, Gen. Tourist Agent ..... 1 Rue Scribe.
	Hernu Peron & Co. (Fgt. Dept.), 95 Rue des Marais.
	Hernu Peron & Co. (Passr. Dept.), 61 Boulevard Haussman.
	F. E. Birch, District Traffic Agent....134 High St.

### AUSTRALIA

	Geo. E. Bunting, General Traffic Agent, "Scottish House," Cor. Bridge and Hamilton Sts.
Sydney.....	G. F. Johnston, Gen. Agt., Passr. Dept., "Scottish House" Cor. Bridge and Hamilton Sts.
Brisbane.....	C. Hopkins, Agent. .... 318 Elizabeth St.
Melbourne.....	A. H. Jackson....Trav. Pass. Agent, 60 Market St.

### NEW ZEALAND

Wellington.....	F. G. Wood, Genl. Agt., Dominion Farmers' Institute Bldg.
	W. N. Luke, Gen. Trav. Agent, Dom. Farmers' Inst. Bldg.
Auckland.....	J. Foley, Passenger Agent....5 and 6 Ferry Bldg.
Christchurch.....	H. L. Penny, Agent. .... 196 Hereford St.

### ASIA

	A. Brostedt, Asiatic Traffic Agent, Asiatic Bldg., Queen's Road Central, Hong Kong.
Hong Kong.....	G. M. Hemsworth, Traffic Agent, Asiatic Bldg., Queen's Rd. Central.
Shanghai, China.....	V. Brydone-Jack, Traffic Agent, 10 and 11 Glen Line Bldg.
Singapore, Sts. Settlem'ts	W. A. Watson, Traffic Agent, Hong Kong Bank Chambers.
Yokohama, Japan.....	D. E. Ross, Traffic Agent.....7 Yamashita-cho.

## PACIFIC TO ATLANTIC

# CANADIAN NATIONAL RAILWAYS EXPRESS DEPARTMENT

Forwarders of Merchandise, Money and Valuables to all parts of the World.

Waggon Collection and Delivery Service at Principal Points.

Money Orders, Travellers' Cheques, Foreign Cheques, and Foreign Postal Remittances issued, payable everywhere.

Money transferred by Telegraph and Cable.

Permit us to serve you.

General Offices,  
MONTREAL, QUE.

W. C. MUIR,  
General Manager.

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## Canadian National Telegraphs

With its direct exclusive connections comprises the largest Telegraph and Cable System in the World.

REACHING 75,000 PLACES  
in CANADA, UNITED STATES and  
MEXICO

Every Canadian National Sleeping and Parlor Car is a Telegraph Office. Just hand your message to the porter and it will be despatched from the next station en route.

W. G. BARBER, General Manager,  
TORONTO, ONT.

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## CANADIAN NATIONAL RAILWAYS RADIO

The Canadian National Railways has equipped trans-continental trains and several of its principal trains on other important routes with radio receiving apparatus. In addition, all hotels operated by the company have been equipped with radio receiving apparatus.

The Radio Department of the Canadian National Railways also operates a chain of ten broadcasting stations extending from Moncton, N.B., in the East, to Vancouver, B.C., in the West. From these stations come nightly broadcasts of entertainment, education and information.

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## Canadian Government Merchant Marine

The Canadian National Railways operate the vessels of the Canadian Government Merchant Marine carrying Canadian products over the seven seas. This ally of the Canadian National Railways has 48 vessels in operation, with an aggregate deadweight tonnage of 310,000 tons. A passenger service is maintained between Atlantic ports and Bermuda, the Bahamas, Jamaica and British Honduras. R. B. TEAKLE, General Manager.....Montreal, Que.

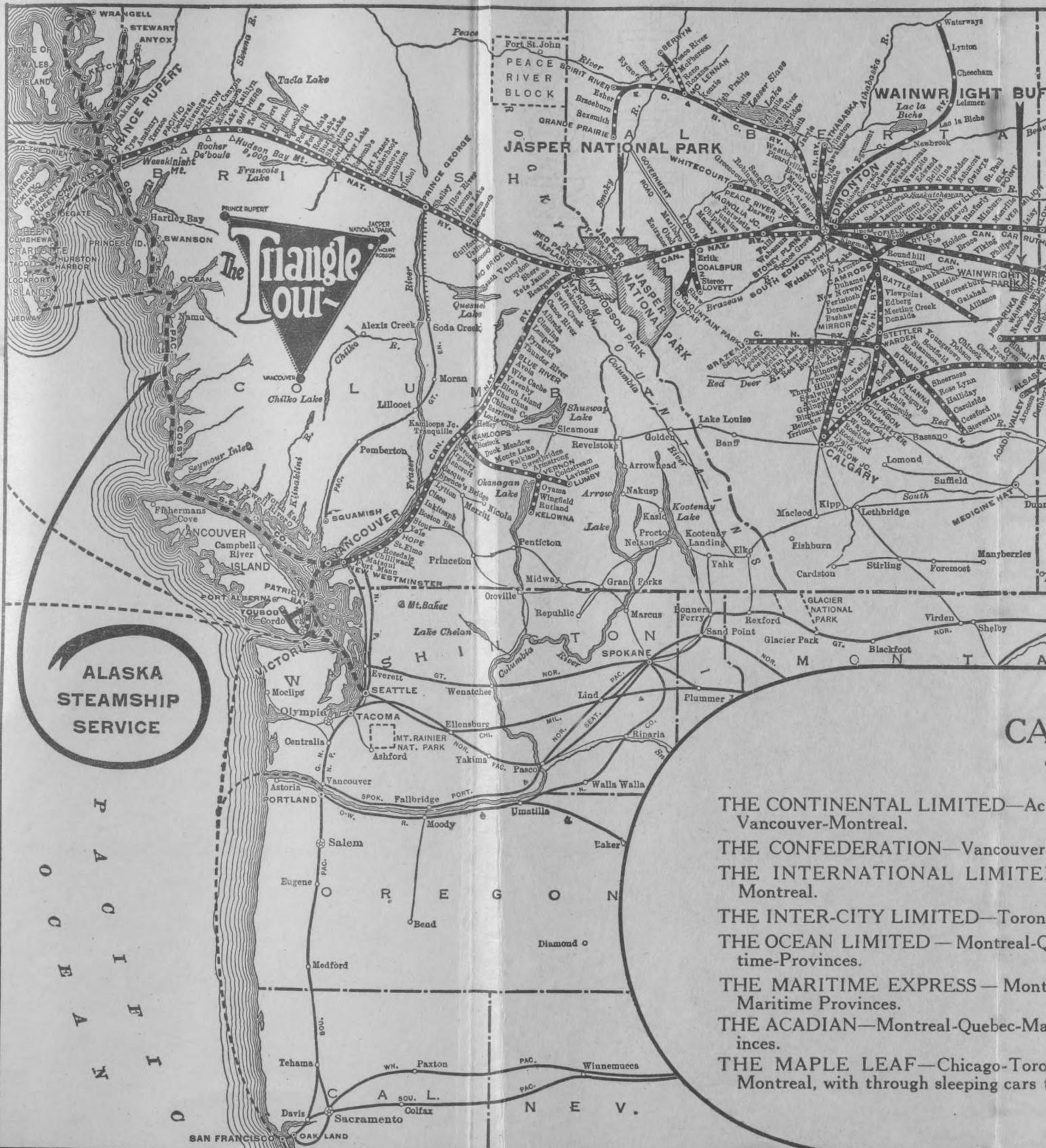
CANADIAN NATIONAL RAILWAYS

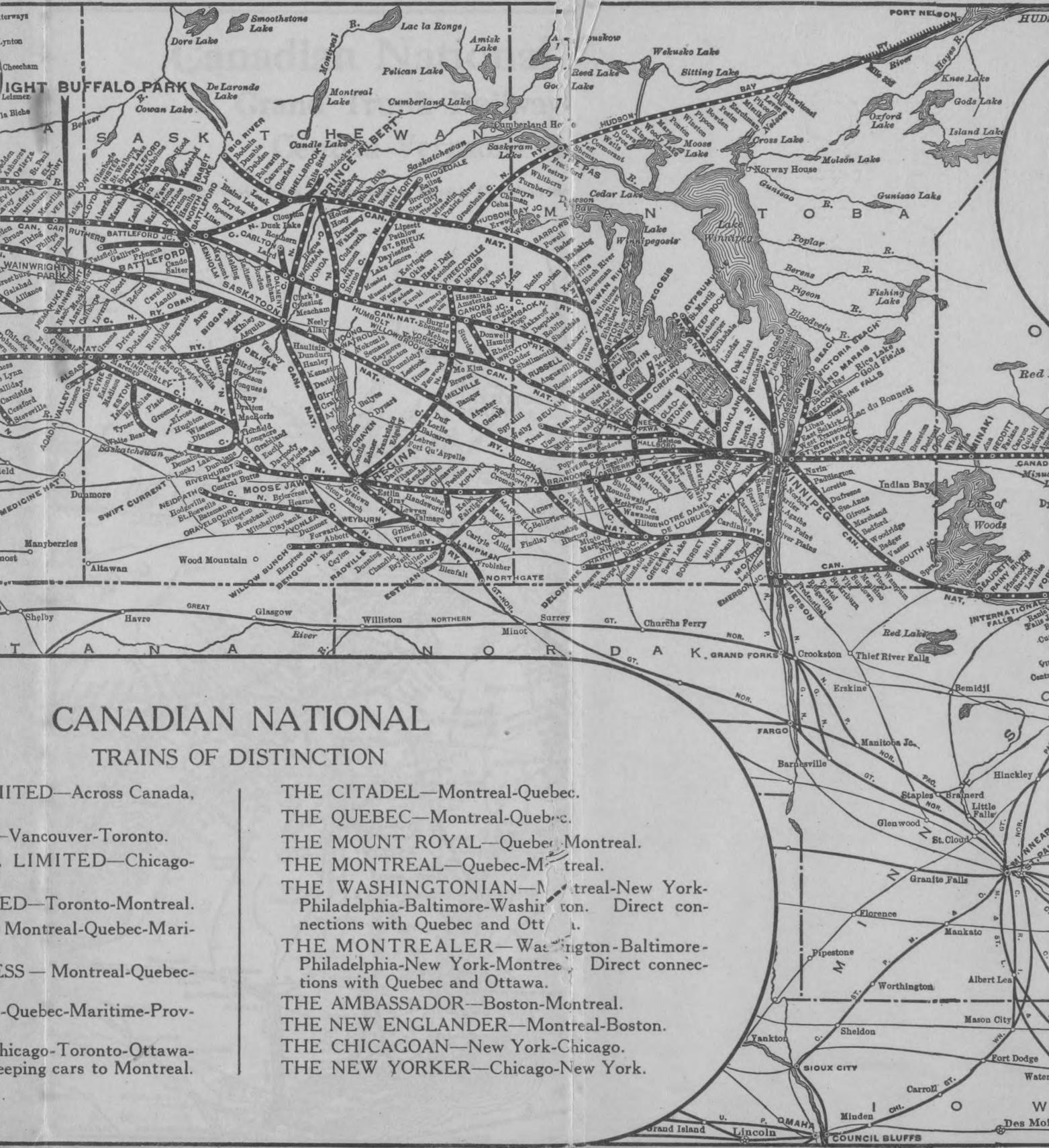
MEMORANDUM

**PACIFIC TO ATLANTIC**

**MEMORANDUM**

ВИДЕЛЫ СИДИЛ СОНЦЕ  
УДАЧАЯ ВСЕРЬЮЗНО  
ПОДАНО РАНИЯТИЕ  
СЕМЬЮ ГОСТЬЮ СОНЦЕ  
МОСКОВЬИ НАСЛОДИ  
СВЯЧЕМІЯ МАНИНГ  
СЛАВА АГАДАИ-МІСІІ  
СЛАВА БІЛЫМІСІІ

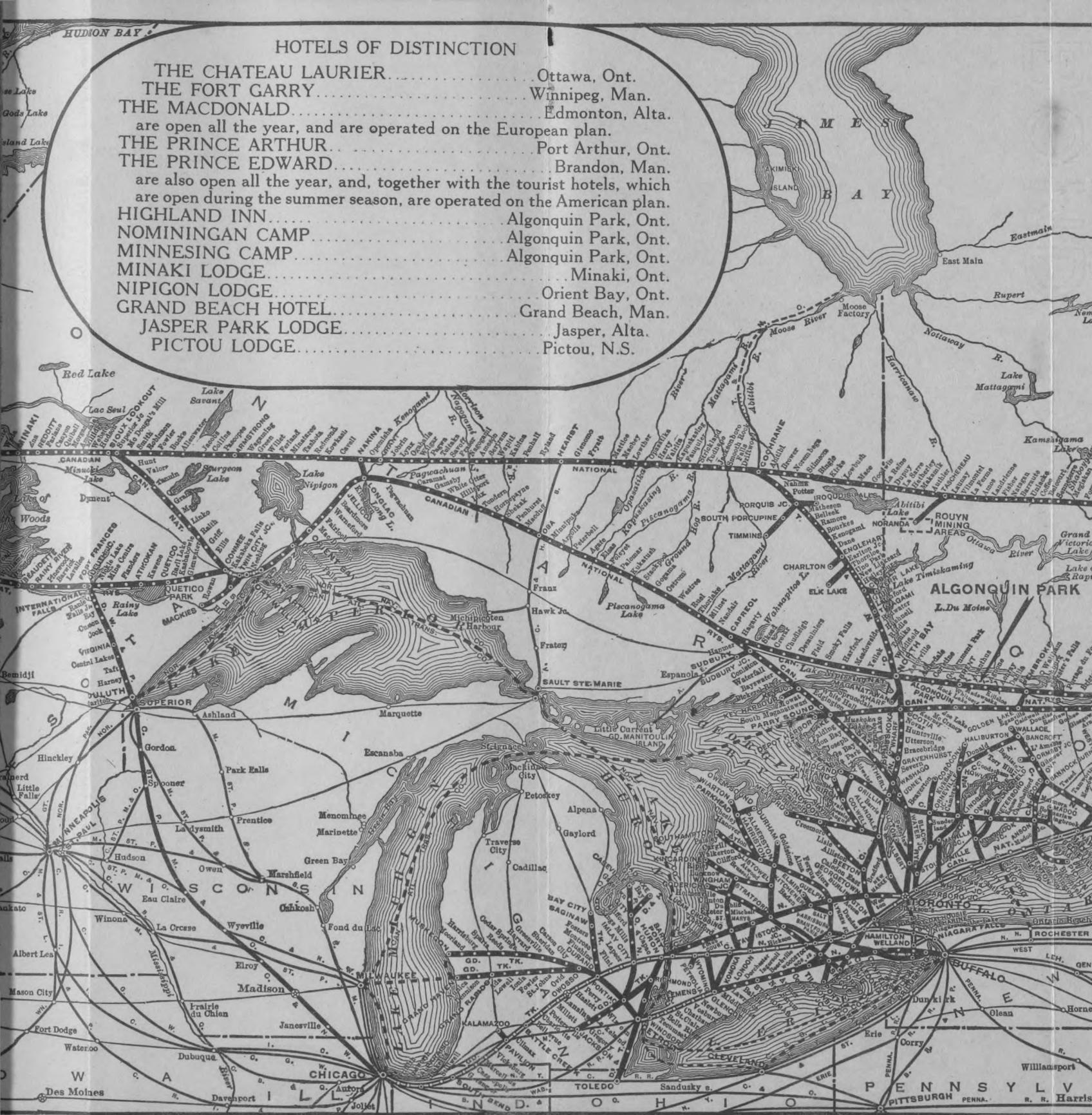




HUDSON BAY

## HOTELS OF DISTINCTION

THE CHATEAU LAURIER.....	Ottawa, Ont.
THE FORT GARRY.....	Winnipeg, Man.
THE MACDONALD.....	Edmonton, Alta.
are open all the year, and are operated on the European plan.	
THE PRINCE ARTHUR.....	Port Arthur, Ont.
THE PRINCE EDWARD.....	Brandon, Man.
are also open all the year, and, together with the tourist hotels, which	
are open during the summer season, are operated on the American plan.	
HIGHLAND INN.....	Algonquin Park, Ont.
NOMININGAN CAMP.....	Algonquin Park, Ont.
MINNESING CAMP.....	Algonquin Park, Ont.
MINAKI LODGE.....	Minaki, Ont.
NIPIGON LODGE.....	Orient Bay, Ont.
GRAND BEACH HOTEL.....	Grand Beach, Man.
JASPER PARK LODGE.....	Jasper, Alta.
PICTOU LODGE.....	Pictou, N.S.



# Canadian National Railways

## Grand Trunk Railway System

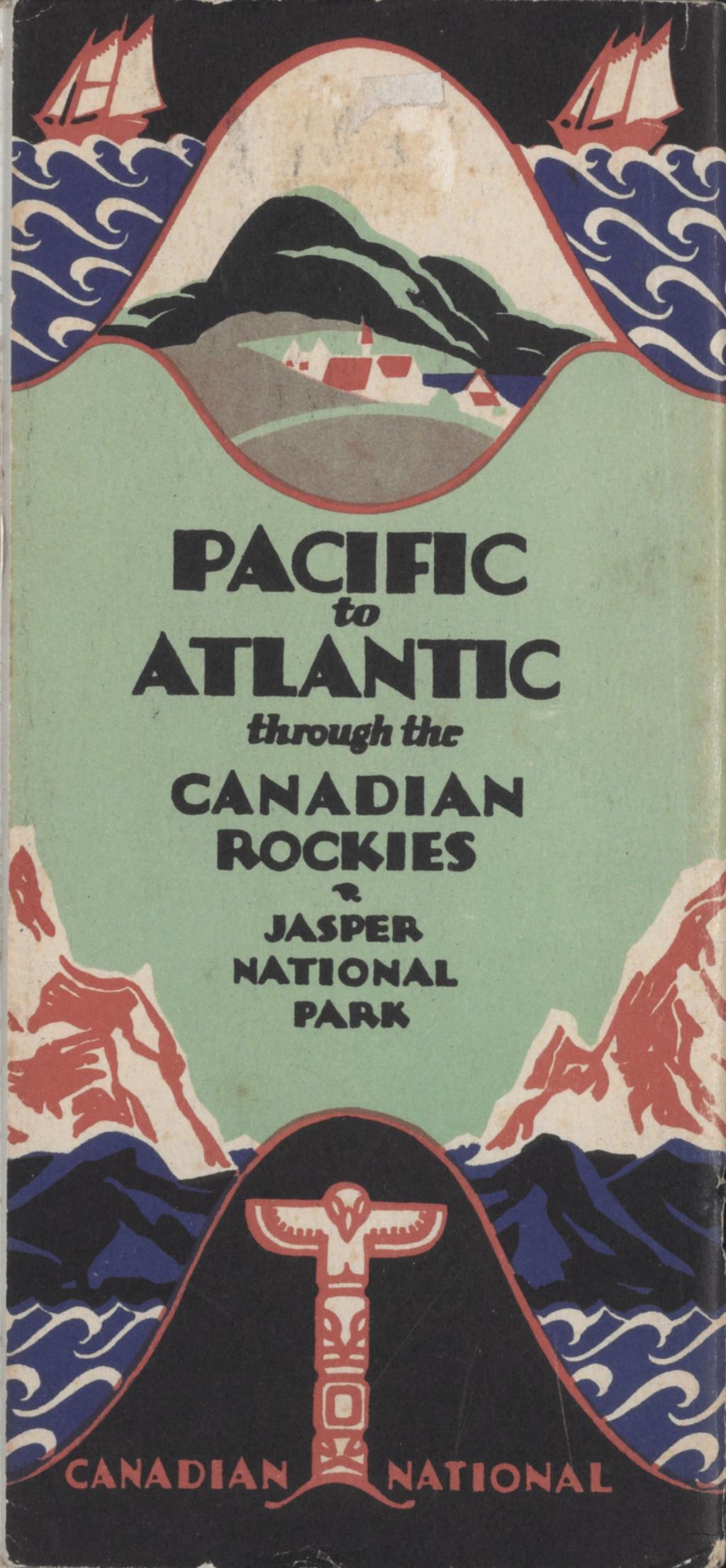
### Central Vermont Railway

— Double Track — Lines In Operation ————— Lines Under Construction



ALASKA  
MEMBERSHIP  
SERVICE





**PACIFIC**  
*to*  
**ATLANTIC**  
*through the*  
**CANADIAN**  
**ROCKIES**

JASPER  
NATIONAL  
PARK



CANADIAN NATIONAL